

UNDERWAY IN A BIG WAY

25 YEARS OF COAST GUARD SUPPORT TO SPACE OPERATIONS



Updates and Significant Changes...

There's been so much going on, including so many changes since our last issue, that I wanted to give you a quick update.

First of all, your staff in the Office of Reserve Affairs (CG-131), including The Reservist, has new phone numbers and e-mail addresses. Our numbers here at the magazine are now 202-475-5457 and 5460. These changes, including new e-mails, are listed in the masthead to the right. The old 1-800 number for Headquarters is gone! In the first part of 2007, all of CG-1 (Human Resources), including the Office of Reserve Affairs, will be moving to the Jemal-Riverside Building on Half Street in Southwest D.C. The Jemal or J-R building is a short walk from HQ, and a stone's throw from the new stadium going up here in the nation's capital for the Washington Nationals.

RDML Cynthia A. Coogan, has taken the reins as the new Director of Reserve and Training. Welcome aboard, admiral! Other significant changes within the Reserve program are ongoing and you can read about them in this issue. Master Chief Petty Officer of the Coast Guard Reserve Force Jeff Smith now reports directly to the Commandant! There's an old saying about "out of sight, out of mind." Well, now MCPO-CGRF's office has also moved to the second deck of HQ and he'll be part of the Master Chief Petty Officer of the Coast Guard's office. The MCPO-CGRF reporting and office move will add much greater visibility for the Reserve program at the highest levels of our organization.

On Oct. 6, a handful of retired and active duty Reserve admirals and MCPO-CGRFs met with our new Commandant, ADM Thad Allen. This "Reserve Executive Summit" was indeed groundbreaking. One of those in attendance told me he was amazed that we have someone at that level that is truly interested in our Reserve program that does not want to reinvent the program. He said that we are serving with what he would call a great team at the top and to look for some great things to happen to the Coast Guard and Reserve these coming four years. See the photo on page 12.

On a sad note, the Coast Guard lost two members who made significant contributions during their careers: ADM J. William Kime, our 19th Commandant, passed away Sept. 14 in Baltimore; CAPT Dorothy C. Stratton, the first Director of the Women's Reserve, passed away Sept. 17 in Indiana. She was 107. In memoriams for both are posted in this issue on pages 34-35.

You've probably noticed from the cover that this issue salutes the 25th anniversary of the Coast Guard's involvement with Space Shuttle security. The shuttle program, just like the Coast Guard Reserve, has evolved and changed dramatically since the early 1980s. The shuttle was also featured on the cover back in July 1994, but a lot has changed in those 12 years.

This magazine will hold its annual planning meeting in late 2006 to get organized for 2007. As always, our readers are welcome to drop us a line with ideas. By the way, hope you liked our Special Uniform Issue that finally came out during 2006. That may have been our biggest accomplishment to date. The Uniform issue and the Space Shuttle 25th anniversary cover story were both outgrowths of the annual planning meeting held in November 2005.

— Ed.

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Address Changes:

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Enlisted: arl-dg-cgpcir@uscg.mil
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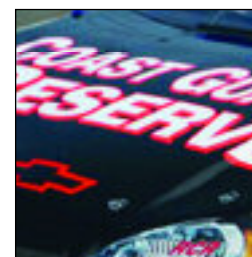
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Volume
53
Issue
5-06

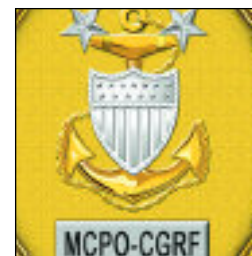
20 Underway in a BIG Way

For 25 years the Coast Guard
has been providing security for
the Space Shuttle. And every
once in a while, a Coastie goes
along for the ride.



6 Up Front

Team Coast Guard Reserve Racing,
CGC BERTHOLF Launching, San
Francisco Fleet Week 2006.



13 Reserve News

MCPO-CGRF Reports Directly to the
Commandant, 2006 REPOY, Williams,
Stratton, Faurie and Sparks Winners.



16 The More You Know

ASQ time again, Contingency
Benefits 101, Address Changes and
Sticky Situations.

Also in this Issue:

- | | |
|----------------|--------------------|
| 4 Letters | 30 Bulletin Board |
| 12 The View | 38 Parade of Flags |
| 19 Graduations | 39 On Deck |

34



A Final Farewell

Remembering two legends of the Coast Guard,
as well as others who have crossed the bar.

On the Cover: Launch of the Space Shuttle *Atlantis*, with CAPT Dan Burbank aboard. Photo courtesy of NASA
Back Cover: The Coast Guard ensign is displayed at Coast Guard Station Cortez. USCG photo by PA1 Tasha Tully

New Commandant and “The Guardian”

Issue 4-06 of *The Reservist* on the new commandant is really great reading. The two stories, side by side, by the CPO and his kid, the commandant, are wonderful. The new commandant is a total Coastie all the way, and he is without a doubt an inspiration to all members of the Coast Guard. A wise choice was made when ADM Allen was selected to the top post. I saw him on a C-SPAN show being interviewed in depth by some journalists and was spellbound listening to him. He made the most complex Coast Guard issues easy to understand. He is a great communicator. The Coast Guard will prosper under his leadership.

Also, I wanted to mention that I saw the Coast Guard movie, “*The Guardian*”, starring Kevin Costner. It made an old chief proud. Coast Guard recruiting has been given a great gift. This movie should open the floodgates of new recruits wanting to join up real soon.

— PAC Ron Cabral, USCGR(Ret.)
Concord, Calif.

What a wonderful job you did on *The Reservist*, Issue 4-06 — the pictorials were great along with the articles. The front cover of ADM Allen climbing up the ladder is a really nice touch. I really liked pages 12-13 with the new boss overseeing the change of watch for MCPOCG’s Welch and Bowen. What a great shot — one wonders what they are smiling about?

Thanks for reprinting the article from *The Chief* magazine, “A History of Service,” about ADM Allen and his father, DCC Clyde Allen. We loved seeing the commander-in-chief, President Bush, in the photos on page 6-7, 27, and the back cover.

— MCPO Bill Phillips, USCGR
Portland, Ore.

Reports in Coast Guard Central

I would like your magazine to do an article on some of the new reports available through CG Central. One of the deficits reported by the Reserve Strategic Assessment Team (RSAT) was the lack of information available to the commands about Reserve readiness. It was extremely difficult to acquire all the information about a reserve member in one place, making the CO’s job very complicated. Recently, the matrix information has been flowing out of our information folks and making our job much easier. Yes it does show some flaws, but those issues need to be addressed, and corrected one by one.

One of the best reports available is the IDT/ADT report that is generated every month and posted in CG Central. This is a fantastic tool that can be used at the unit/sector/district level. They are continually adding information columns making this one of the best snapshots available to any command cadre. One of the biggest problems is it is not widely advertised. Every single time I direct someone to this report, they are simply elated this exists. Most units are doing the same work by hand. It sure would be nice if these reports were available on the internet.



On this same subject, many folks don’t understand the relationship of all the programs and how they interact, and the architecture of the Coast Guard computer systems. It would be nice to also include some information how Direct Access, Medical Readiness System (MRS), Dental Common Access System (DENCAS) and others are mined for information and then fed into the Readiness Management System (now called Coast Guard Business Intelligence) and others for user-friendly reports.

— MCPO Kirk Murphy, USCGR
Cape Canaveral, Fla.

Ed’s note: According to Mr. Dave Maynard of the Reserve Information & Evaluations Division (CG-1313), the IDT/ADT report is a “work in progress” which covers IDT/ADT participation. Medical, dental, Annual Screening Questionnaire (ASQ), and evaluation compliance are but one report that was created to assist unit commanding officers. Others include the weekly ASQ report, which highlights specific data fields that a member may have overlooked when completing their ASQ form on-line, and the Assignment Quality of Match report. The Reserve Operations

Community on CG Central is the primary distribution point for Reserve-specific reports generated by the Office of Reserve (CG-131). Unfortunately, CG Central can only be accessed through a CG Standard Work Station or by those with access via the Remote Access Server (RAS). Any comments and suggestions on these reports can be sent directly to Mr. Maynard at David.P.Maynard@uscg.mil.

Deployed Coastie Appreciated Cards

I thought I recognized the valentine cards found on page 15 of Issue 3-06. I was one of the Coast Guard Reservists stationed with PS3 Sean Roberts and really appreciated receiving my card. I was working in the mailroom at the time the cards were distributed and know they were all greatly appreciated. One of the Navy petty officers even came back for another handful to hand out to his unit. Service members always appreciate letters and packages received from home. The picture attached is of my “Wall of Cards.” The card I received from the children is in the center. Again, thank you for printing the article.

— SKC Glenora P. Sisson, USCGR
Kuwait



Coast Guard Ensign

The story on page 35 of Issue 4-06 of the Coast Guard Ensign may have a typing error or picture error. The location of the Coast Guard emblem in the picture is centered in the sixth vertical white stripe. The article reads center of the seventh vertical red stripe. I looked in my Coast Guardsman’s Manual (Eighth Edition) and it

shows the emblem in the center of the seventh red stripe. The picture must have been distorted when printed.

— DC1 Ralph C Maddocks USCGR(Ret.)
Pennsville, N.J.

Ed’s note: The emblem should have been centered over the seventh vertical red stripe as the article text correctly stated. Thanks for letting us know.

That was a great article about the Coast Guard Ensign in *The Reservist*. I have enclosed an art file to give you a better idea where the Coast Guard ensign really came from. This was the flag of the early colonists who had joined together in the protest against the British impositions on American economic freedom.

One such protest was resistance to the Stamp Act, on Oct. 7, 1765. A delegate from each of the nine colonies formed the “Stamp Act Congress.” They petitioned the king and parliament, and the act was repealed on March 18, 1766. The flag of nine red and white stripes that represented these “Sons of Liberty” became known as the “Rebellious Stripes.” On Dec. 16, 1773, the Sons of Liberty protested the parliament’s Tea Act, an action that became known as the Boston Tea Party. The colonists’ believed the tax to be a violation of their legitimate economic liberty. Three and a half years after the Tea Party, the 13 colonies had come together in their decision to fight for independence and the nine stripes had grown to thirteen. The Sons of Liberty would rally under a large tree that became known as “The Liberty Tree.”

When the Revenue Cutter Service flag was established it represented 16 states (in the union at the time), hence the 16 vertical red stripes originating from the tax revolts preceding the American Revolution.

— MKC Richard White, USCGR
Bothell, Wash.

The article on the Coast Guard Ensign was very interesting and I plan to share that with my Auxiliary Flotilla at our next meeting. I learn something new every day! Also, on page 41 in the Taps section (Issue 4-06), a ribbon/device is shown. Members of my flotilla recently attended a memorial service in uniform for a fellow auxiliarist and wearing that device would have added a meaningful touch to the ceremony. Can you point me in the right direction as to where to obtain the device? I assume it is authorized for wear on the uniform?

— Mr. Larry A. Truesdell, USCG Auxiliary
Catonsville, Md.

Ed’s note: The device you refer to was the creation of Mr. Chris Rose, our magazine graphic artist. It is not an authorized ribbon device for wear on the uniform.

Disappointment with City

Alameda, Calif., was recently designated a “Coast Guard City” by, I believe, the Commandant, and Eleventh Coast Guard District. It is the homeport for four cutters, and several Coast Guard, Coast Guard Reserve, and Navy commands at Coast Guard Island.

For many years, the city of Alameda has sponsored the Mayor’s Fourth of July parade that has traditionally included Coast Guard, Navy, and Marine Corps representation. Independence Day, July 4, 2006, was no different. There was a sense of pride in the air, patriotism, and joy in our home town production, and then ... a “hippie van” with horns blaring loudly and adorned with banners

proclaiming, “Impeach Bush and Cheney” came barreling through the parade.

Like a puff of smoke, the joy was gone, replaced by dismay and anger. This inappropriate display was sponsored by the Alameda Peace Network, an anti-war group, and sanctioned by our very liberal City Council. It was a slap in the face and an insult to our Coast Guard, Navy, and Marine Corps representatives, not to mention our commander in chief.

With this unpatriotic attitude and disrespect shown toward the president and Coast Guard by city government, I can’t understand why Alameda was ever named a “Coast Guard City.” I recommend the Coast Guard reconsider this honored designation with the intent of withdrawing it. This city obviously doesn’t deserve it.

— HS1 Bruce Elerick, USCGR(Ret.)

Alameda, Calif.

MCPOCG’s Change of Watch

I snapped this photo at the Master Chief Petty Officer of the Coast Guard Change of Watch on June 14, 2006. How often do you see two MCPOCGs wearing the same uniform?

— PSCS Brad Blatchley, USCGR

Sector Long Island Sound,



New Haven, CT

Armed Forces Vacation Club

The article regarding the Armed Forces Vacation Club (Issue 4-06, Page 42) implied that only reservists with a valid ID could be members. This club is open to retired members as well.

— LT Leslie Allen, USCGR (Ret.)
Louisville, Ky.

Great Photography!

Please pass on to the photographers who had their work published in Issue 4-06, that their prints showed great talent and creativity. Pages 7, 13, 19 and 43 have given pride and goals to strive for to all enlisted personnel by showing the left sleeve of dress blues. Fantastic issue.

— PSC Michael Keane, USCGR(Ret.)
Plantation, Fla.

Resurrect Reserve Aviation?

The *Navy Times* recently reported, “The Coast Guard began flying its blaze orange HH-65C Dolphin helicopters over the nation’s capital this week, assuming low-altitude aviation interception operations for North American Aerospace Defense Command.” This new mission is a distinct honor for our pilots, and the Coast Guard. But, this is a “new mission,” one that requires additional manpower and flying hours. How can we accomplish this?

All of our fellow military services have reserve pilots that fill the gaps active duty pilots just cannot fill; the National Capitol Region appears to be the perfect location to staff the first Coast Guard Reserve flying unit. Perhaps it is time for the Coast Guard to belly up to the bar, think outside the box, and begin staffing the first reserve flying unit to fulfill this new mission.

— CDR John J. Ancellotti, USCGR
Williamsburg, Va.

Ed’s note: Reserve aviation (and pilots) used to exist in the 1980s but the program was phased out when the CGR downsized in the early to mid-1990s. There are no current contingency manpower requirements to support Coast Guard aviation and no plans at this time to resurrect Reserve aviation.

Richmond, Va. (Sept. 8, 2006) – Kevin Harvick drives the Coast Guard Reserve #21 to victory at the Emerson Radio 250. Harvick will win the 2006 Busch Series Championship at Homestead, Fla. Nov. 18, the final race of the season. It also marks the end of Coast Guard sponsorship in NASCAR. Photo courtesy Team Coast Guard Racing





PASCAGOULA, Miss. (Sept. 29, 2006) – The Coast Guard Cutter BERTHOLF (WMSL-750) was launched into the water after completion. BERTHOLF is the first National Security Cutter and was christened on Nov. 11, 2006.
Photo courtesy of Gordon Peterson , Northrop Grumman



SAN FRANCISCO, Calif. (Oct. 7, 2006) – The Coast Guard Cutter ADELIE and a 25-foot small boat enforce the security zone around the air show box in the San Francisco Bay for Fleet Week 2006. The air show included performances by the Navy Blue Angels, the Oracle stunt plane, and a SAR demo by a Coast Guard HH-65.
USCG photo by PA3 Kevin J. Neff

Ruthless Mission Execution

RADM John C. Acton, USCGR

Deputy Commander for Mobilization & Reserve Affairs, USCG Atlantic Area

As most of you know, ADM Allen assumed his duties as the 23rd Commandant of the U.S. Coast Guard in Washington, D.C. on Thursday, May 25th. As an indication of our current visibility and relevance to the nation, the president presided over the ceremony for the first time.

The Reserve program made substantial progress under the recent leadership of ADM Collins (who retired after 38 years of service), RADM Sally Brice-O'Hara (who has assumed command of the 14th CG District in Honolulu) and RADM Duncan Smith (who retired June 29th as Senior Officer of the Reserve Force). Recent accomplishments include:

- Reserve Policy Statement, which clearly focuses the Reserve force on three missions: 1) maritime homeland security, 2) national defense (including expeditionary ops), and 3) response to disasters (whether natural or man-made);
- Reserve Strategic Assessment Team (RSAT) report, which identified 88 corrective measures for the Reserve program;
- Reserve Strategic Employment Working Group (RSEWG), which identified the core competencies needed from the Reserve force and led to the designation of the Response Boat-Small (RB-S) as the standard Reserve platform;
- Touch Down Working Group, which provided the first analytic step toward determining the optimal (right) size of the Reserve force.

We've all benefitted from their initiative and leadership and owe them our personal thanks and gratitude.

It's our good fortune to have continued Reserve support at the senior-most levels with the new Commandant, Vice Commandant, and Chief of Staff, as well as both Area Commanders. Though we'll certainly encounter challenges, the future of the Reserve force is very promising.

As part of your leadership team, RDML Mike Seward (Deputy Commander, PAC Area) and I will be working on several new strategic initiatives to continue the progress of the past few years, including:

- Taking the CPRL/RPAL analysis to the next level of coordination and detail. This effort is central to the effectiveness of the Reserve force and one we must get right. This effort will likely entail some billet reprogramming;

- Establishing a Deployable Operations Group (DOG) that brings together all CG deployable units (such as our PSUs, MSSTs, LE Detachments and National Strike teams) into a single, flag-level command that sets the gold standard for readiness and is able to apply the right force, in the right place, at the right time. This effort is currently being led by RADM Tim Riker (USCGR, Retired) and will likely have some additional Reserve force capability on the staff;
- A re-vitalized Emergency Planning Liaison Officer (EPLO) program. Katrina re-emphasized the importance of strong interagency relationships and planning in advance of a disaster. A robust EPLO program will provide the critical connectivity we need at the state and local government level;
- A new Coast Guard Reserve Unit (CGRU) at NORTHCOM in Colorado Springs. Though this initiative has been under consideration for a while, it is just now becoming a reality. We've embarked on a tactical plan to carefully grow this unit over three years. It will require substantial expertise and high clearance levels, but will contribute immediately to our nation's homeland defense.
- Finally, the Commandant has a number of strategic initiatives underway, including Commandant's Intent Action Order Number 9 (CIAO #9), which is addressing the realignment of the Reserve support system. This comprehensive study is looking at the entire Reserve support system, including full-time support (FTS) positions, recruiting, training and assignments.

As we tackle these new initiatives and build on our recent progress, we must keep an eye on our objective, articulated recently by ADM Allen as "ruthless mission execution." Hurricanes Katrina and Rita tested us on the world stage, and we succeeded largely due to our time-honored "can do" ethos. Yet with that very public success comes the expectation that the Coast Guard will get it done next time too.

To meet our nation's high expectations for us, we must continue to raise the performance bar for ourselves, and relentlessly pursue "ruthless mission execution."



WASHINGTON, D.C. (Oct. 6, 2006) – The Commandant invited retired and current Reserve and Active Duty flags officers as well as Master Chief Petty Officers of the Reserve Force (MCPO-CGRF) to Headquarters for a Reserve Executive Summit recently. Front row, left to right: RADM Daniel Murphy, RADM Duncan Smith, RDML Michael Seward, ADM Thad Allen, RADM John Acton, RADM Robert Sloncen, RADM J. Timothy Riker. Back row, l to r: MCPOCG Charles "Skip" Bowen, MCPO-CGRF #1 Forrest Croom, RADM G. Robert Merrilees, VADM Vivien Crea, RADM Olin Lively, RADM Fred Golove, RADM Carlton Moore, RDML Cynthia Coogan, MCPO-CGRF #4 Jeff Smith, MCPO-CGRF #3 George Ingraham.



Photo by Mr. Telfair Brown

Top Enlisted Reservist to Report Directly to Commandant

WASHINGTON, D.C. — Reserve integration, the driving force behind Team Coast Guard since the mid-1990s, has taken a giant leap forward with the assignment of the Coast Guard Reserve's senior enlisted member to the Commandant's staff. Master Chief Petty Officer of the Coast Guard Reserve Force (MCPO-CGRF) Jeffrey D. Smith, who has held the post since December 2003, now reports directly to ADM Thad Allen as his chief advisor on and advocate for the more than 10,000 enlisted men and women who serve in the Selected Reserve and Individual Ready Reserve.

Previously, Smith reported directly to the Director of Reserve and Training (CG-13). With the organizational change, Smith will continue to maintain a close working relationship with the Director of Reserve and Training, the staff in the Office of Reserve Affairs (CG-131) and the Human Resources Directorate (CG-1).

"This action is part of the ongoing evolution of our integrated Reserve Force, and recognizes the critical surge capacity the Reserve Component provides our military, maritime, multi-mission service in the execution of maritime homeland security, domestic and expeditionary support to national defense and response to domestic disasters, natural and man-made," Allen said in ALCOAST 500/06 released Oct. 12.

"In the last five years since 9/11, the Coast Guard Reserve has played a significant role in the Coast Guard meeting its mission sets," said Smith. "This is recognition of that and allows the Commandant to have unfettered access. This is a great opportunity to represent our Reserve workforce with the Commandant. A strong linkage will remain between this position, CG-1 and CG-13."

As the Coast Guard Reserve has evolved, so too, has the position of MCPO-CGRF, created in 1991 as "Coast Guard Reserve Command Enlisted Advisor." Over the last 15 years, four master chiefs have served in that assignment, whose title successively changed as the visibility and prestige of the office increased.

Past Master Chiefs of the Reserve Force applauded the move, including retired MCPO-CGRF George Ingraham, who handed the reins to Smith in December 2003.

"All of the Master Chiefs of the Coast Guard Reserve Force have enhanced the position during their terms. I feel this is another step forward for the position," Ingraham said. "I can see where it will be positive for the reservists we serve. We will have a closer working relationship with the MCPOCG also. Anytime you can remove layers in communication that is a positive. Directly reporting to the Commandant will do just

that."

Although the MCPO-CGRF will maintain a direct link to CG-13, close access to the Commandant will help keep the needs of reservists front-and-center, suggested retired Vice Commandant VADM Thomas Barrett, who served as Director of Reserve and Training from 1997 to 1999. "I believe a direct link from the deck plates to the Commandant will help reservists and strengthen the Coast Guard Reserve," Barrett said. "Coast Guard Reservists are a key element of Coast Guard readiness. The Coast Guard full mission suite depends on their contributions and dedication. Issues that affect reservists are often different than those affecting full-time active duty personnel," he added. "Having the Reserve Force Master Chief able to help the Commandant understand and engage more quickly on these key issues can benefit reservists, their families and, ultimately, Coast Guard mission performance."

As a direct report to the Commandant, Smith plans to build on an already well-developed partnership with MCPOCG Charles "Skip" Bowen, who took over as the Coast Guard's top enlisted member June 14. Smith will join Bowen on the second deck of Coast Guard Headquarters, a few paces from the Commandant's office.

The senior enlisted adviser in a command is "like an organization's conscience," Bowen said. "It's a field reality check next to the ear of a decision maker. By putting Master Chief Smith by the Commandant, it will raise the visibility of the Coast Guard Reserve workforce and remind us all we need to pay closer attention to that workforce."

— **By LCDR Rob Hanley, USCGR**
Commandant (CG-1313)



Master Chief Petty Officers of the Coast Guard Reserve Force*

MCPO Jeffrey D. Smith, USCGR*
Dec. 4, 2003 — Present

MCPO George P. Ingraham, USCGR(Ret.)*
Sept. 4, 1998 — Dec. 4, 2003

MCPO William C. Phillips, USCGR(Ret.)
Aug. 31, 1994 — Sept. 4, 1998

MCPO Forrest W. Croom, USCGR(Ret.)*
June 3, 1991 — Aug. 31, 1994

* See photo on page 12.

Coast Guard’s Top Performers Honored

BMC John Key is National Reserve Enlisted Person of Year for 2005

PORTLAND, Ore. — Five outstanding members of Team Coast Guard were recognized at the Sept. 13, 2006 Coast Guard Honors Ceremony at the Navy Memorial in Washington, D.C. Among them was BMC John N. Key, this year’s national Reserve Enlisted Person of the Year. Key, the Thirteenth Coast Guard District nominee, is from Station Portland, Ore. During 2005, Key served as a leader, mentor and trainer to all members of Station Portland. Key’s work ethic is outstanding — he consistently worked more hours than required for both IDT and ADT. His dedication and enthusiasm enabled the station to maintain its traditional SAR workload and high op tempo demands of the Coast Guard’s ports, waterways, and coastal security missions.

As a qualified coxswain, Key completed 91 underway missions, logging 158 underway hours, including 44 at night. An outstanding mentor to junior personnel, he assisted numerous subordinates on their boat crew, boarding officer, and boarding team member qualifications and organized two highly successful Coast Guard training exercises with the Clark County SWAT team. During the Portland Rose Festival, Key knew the station was short on coxswains so he reported and stood duty without pay. Key is also active in his community, volunteering with the Portland Police Activity League as a youth hockey coach. He also participated in “Shop with a Cop” for underprivileged children at Christmas, the “Crop a Cop Charity for Doernbecher Children’s Hospital” and “Tip a Cop for the Special Olympics”. Key was meritoriously advanced to E-7 at the Honors Ceremony in Washington.

“This award would not be possible if it were not for the devotion to duty of the men and women of Coast Guard Station Portland and their dedication toward the Reserve program,” said Key. His portrait will be displayed throughout the coming year on the REPOY plaque at the entrance to the Office of Reserve Affairs at Headquarters. The active duty Enlisted Person of the Year is EM2 Rodney L. Gordon of USCG Air Station New Orleans. His many accomplishments include, being on the first aircraft to return to New Orleans during Hurricane Katrina. Gordon made complex electrical and mechanical repairs during the aftermath of Hurricane Katrina ensuring the largest air rescue operation in Coast Guard history. Mr. Kevin J. Cady of Portland, Maine was the first recipient of the New Auxiliarist of the Year. He initiated training programs, and assisted sector New England’s planning and operational readiness

staff to identify and contact over 35 organizations, establishing a Burlington, Vt. maritime security committee. In order to be eligible, an outstanding auxiliarist must have between one and three years of service.

Mr. Ronald O. Kay is Civilian Employee of the Year (CG Appropriated Fund) recipient. His technical expertise and motivational team spirit were instrumental in increasing the productivity and quality of work of the Electrical Shop in North Bend, Ore.

Mrs. Maryann Slavik is the Civilian Employee of the Year (CG Non-Appropriated Fund) recipient. Her performance during the past year increased sales at the Coast Guard Exchange in Borinquen, Puerto Rico by more than \$1.4 million for the period ending January 2006.

All five of these outstanding individuals were honored during the week of Sept. 11-15 in Washington, D.C., with the Sept. 13 ceremony a highlight of the week’s events. See ALCOAST 368/06 for more information.

The Coast Guard’s Enlisted Person of the Year predecessor program began in 1984 and was originally called the Naval Enlisted Reserve Association’s Outstanding Enlisted Coast Guard Reservist. In 1995, the Master Chief Petty Officer of the Coast Guard’s Office became the administrator, and it was renamed the Enlisted Person of the Year Program. NERA still honors the Reserve winner at their annual conference each fall. For previous Reserve winners, see Vol. 51, Issue 5-04.



BMC John N. Key — REPOY, 2005

Photo courtesy BMC John N. Key

Stratton, Faurie Award Winners Named

WASHINGTON, D.C. — LT Christy Rutherford of Sector Houston/Galveston has been selected as the recipient of this year’s CAPT Dorothy Stratton Leadership Award while YNCS Etta Hackler of CGC CHASE is the recipient of the MCPO Pearl Faurie Leadership Award.

The awards were presented at Fort Lesley J. McNair in Washington, D.C. on June 22, 2006 during the 19th annual Leadership and Professional Development Symposium Luncheon.

Both of this year’s winners are stellar examples of exceptional leadership and mentorship qualities, embodying the Coast Guard values of honor, respect and devotion to duty. Rutherford’s superior leadership and performance of duties ensured that 115 waterfront facilities complied with all federal safety and security regulations in the nation’s busiest port. As leader of Sector Houston-Galveston’s Readiness Assistance Team, she amply prepared her team by creating position descriptions, acquisition of emergency equipment, and through the use of creative response drills. The preparation proved helpful in the wake of Hurricane Katrina. Hackler oversaw all administrative duties aboard CGC CHASE and was the cutter’s Command Chief. When the ship deployed for a 90-day counter-narcotics patrol with only two of the four assigned yeoman, Hackler effectively managed the workload to ensure high quality work even with the increased operational demands. When she graduated from the Chief Petty Officer Academy in April 2004, she was selected as the Altus Tendo (“I Reach Higher”) Award recipient. She is now stationed at ISC Portsmouth.

These awards were established in 2001 and are named in honor of women who embraced the challenges presented by the admission of women into the Coast Guard. CAPT Stratton was



The CAPT Dorothy Stratton and MCPO Pearl Faurie Leadership Award winners were honored at Fort Lesley J. McNair in Washington, D.C. during the 19th annual Leadership and Professional Development Symposium Luncheon. Left to right: RADM Paul Higgins, CG-11; LT Christy Rutherford, Stratton Award recipient; YNCS Etta Hackler, Faurie Award recipient; and Mr. Bud Schneiweiss, Military Officers Association of America.

the first Director of the Women’s Reserve (SPARs) and passed away Sept. 17, 2006 at the age of 107 (see “In Memoriam” in this issue). MCPO Faurie was the first SPAR to achieve the rank of E-9 on Jan. 1, 1964. See ALCOAST 330/06 for more information.

Sector Baltimore Takes Sparks Award

BALTIMORE — Sector Baltimore has been selected as the recipient of the 2005 RADM Bennett S. “Bud” Sparks Award. This award is presented annually by the Reserve Officers Association (ROA) of the United States. It is given to the active command judged to be the most supportive of a totally integrated Coast Guard force demonstrated by its effective use of Coast Guard Reservists. The selection of Sector Baltimore was based on criteria in the Medals and Awards Manual and on the unit’s written summary of action. Sector Baltimore is committed to its Reserve Force and has integrated them into every aspect of their operations. In FY03, they embarked on a project to revitalize their Reserve program, with a strategy to shift the focus from Reserve augmentation to mobilization readiness, a strategy that led them to be aligned with the Commandant’s Reserve Policy Statement when it was released over two years later. Emphasizing total involvement of their Reserve Force in all aspects of the unit’s operations and management, they have achieved excellent readiness metrics, particularly their IDT and ADT participation totals which are leading indicators of readiness and billet quality of match, essential to Contingency Personnel Requirements List (CPRL) alignment.



Unity of effort by both their Reserve and Active forces is ensured by the integration of their Reserve Command Chiefs and their Senior Reserve Officers into their Senior Management Team, by having Reserve representation as department and division heads, and by consistently communicating with unit reservists during and between drill weekends. Their impressive record of qualification and promotion of unit reservists at the Sector and its subordinate commands is to be commended. Other outstanding units nominated included, in alphabetical order: ESU Cleveland, MIFC-LANT, Sector Buffalo, Sector New Orleans, Sector New York, Sector Portland and Sector San Diego. Representatives of Sector Baltimore were presented with the award at the ROA 2006 National Convention in San Antonio, Texas during July. For more info, see ALCOAST 329/06. Sector Baltimore’s web site: www.uscg.mil/d5/sector/sectbalt/index.htm The award’s namesake, RADM Bennett S. “Bud” Sparks, served in the Coast Guard and Coast Guard Reserve from 1942 until 1989. He has continued his strong support of the CG Reserve since his retirement. Originally called the Total Force Award, it was renamed in his honor in 1993.

Green is 2006 Williams Award Recipient

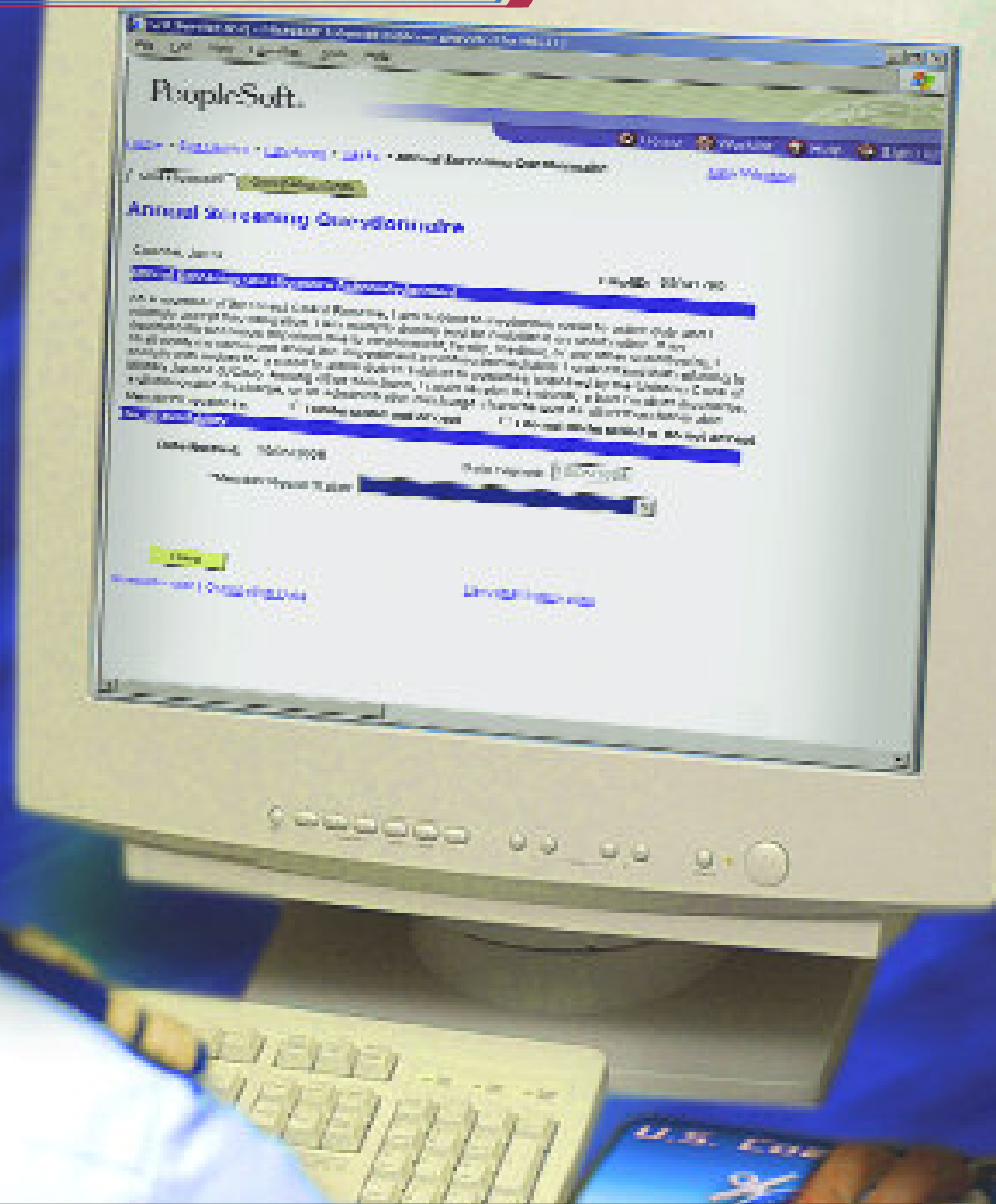
RIVERSIDE, Calif. — LTJG Paul E. Green is the 2006 winner of the National Naval Officers Association (NNOA) CAPT Edward R. Williams Coast Guard Reserve Award for Excellence. Green, a reservist attached to MSST Los Angeles/Long Beach (91103), is a leader in Coast Guard diversity with a commitment to helping others. His long history of efforts to achieve and value diversity is based on accomplished results. Active with the Coast Guard Diversity Summit, he helped set a course of action affecting all members of Team Coast Guard. An outstanding advocate of the Coast Guard, his outreach work includes substantial involvement with COMPASS, a volunteer program that encourages minorities and women to join the Coast Guard. Serving as a mentor and role model to cadets attending the Coast Guard, Navy, and Merchant Marine Academies and to enlisted

members as they rise through the ranks or make the transition to the officer corps, his impact on our service will be felt for years to come. Green is a professor of Public, Social Policy, and Law at the University of California, Riverside and resides in Riverside, Calif. “I am honored and humbled to receive the CAPT Edward R. Williams Award for Excellence,” said Green. “As a Coast Guard officer and NNOA member, I proudly stand on the broad shoulders of naval leaders like CAPT Williams. Honor, respect, and devotion to duty characterize CAPT Williams’ leadership. I strive to embody the same leadership qualities as a Coast Guard officer.”



ADM Thad Allen and RDML Manson Brown present the Williams award to LTJG Paul Green, center, at the NNOA National Conference, Quantico, Va. in July.

ALCOAST 328/06 announced the Williams award winner.



Mandatory Annual Screening Questionnaire

It's that time again! As a reservist, you are required (by law, 10 U.S.C. 10149) to complete an Annual Screening Questionnaire (ASQ). Not only is the completion of the ASQ mandatory, it is also an essential factor in determining the readiness of the Coast Guard Reserve workforce, particularly in light of recent involuntary Title 10 and Title 14 recalls.

If you still need to complete the ASQ, please do so to avoid the repercussions associated with unsatisfactory participation. Failure to complete the ASQ can result in counseling and involuntary recall to active duty. Only reservists who are on long term ADSW (more than 180 days) or on an EAD contract exempt from completing an ASQ.

Although many of you have already completed your ASQ, 24 percent have not, and two percent have attempted to complete it but are still missing data. ASQs that are missing data are not considered "complete." Most people who are missing data forget to fill in the "employer information" section located on the second tab.

You can find out your ASQ status from your home by first going to the Reserve internet site: <http://www.uscg.mil/reserve/>. Then, click on the ASQ Status Report under "Career Info." Then, enter your employee identification number to find out whether your ASQ is one of the following: current and complete, current but not complete, or if you are not current. If you are missing data, you can scroll through the spreadsheet to determine which fields you missed while filling out the ASQ.

You can complete your ASQ in Direct Access, which you can access through the internet if you don't have access to a CG Workstation. There is a link to Direct Access under "Career Info" on the Reserve web page (at the same link above). Guidance for completing the ASQ is available in the Direct Access Reference Guide and tutorial located at: www.uscg.mil/hq/psc/ps. If you are unable to log into Direct Access, contact PSC Customer care at: 866-PSC-USCG or e-mail them at: psc-customer@uscg.mil

Contingency Benefits 101

Coast Guard Reserve Forces have been critical to the success of *Operation Iraqi Freedom* (OIF) and *Operation Enduring Freedom* (OEF). Congress has implemented benefits for these contingencies and future named contingencies such as Early Identification Program (E-ID), Transitional Assistance Management Program (TAMP), TRICARE Reserve Select Tier One (TRS-1) and the Reserve Education Assistance Program (REAP).

To qualify for these benefits, you must have been recalled under 10 USC 12302 for your first mobilization, not to exceed 24 months and not less than 90 days. These orders (10 USC 12302) are commonly called Involuntary Contingency Orders. They provide a data transaction from the USCG to the Defense Manpower Data Center (DMDC) showing eligibility for these contingency benefits.

A named contingency operation is an Executive Order that has been issued by the president. As stated previously, the only current contingency operations are OIF and OEF with cost centers 79902 (OIF), 70880 (OEF), and 79150 (OEF). There are several other operations, like Title 14 hurricane disaster relief, that members are mobilized under but do not qualify for these contingency benefits.

It is also important to note that members on Extended Active Duty (EAD) orders are entitled to active duty benefits in lieu of contingency benefits.

- **Early Identification Program (E-ID):** This is a benefit where the member is issued delayed-effective-date active duty orders for more than 30 days in support of a contingency operation and therefore eligible for "early" TRICARE medical and dental benefits beginning on the later of either: (a) the date their orders were issued or (b) 90 days before they report to active duty. A delayed-effective-date active duty order for the Coast Guard is any official notification of an upcoming deployment for named contingency operations. The most common users for this program are high priority units like PSUs. This benefit is manually entered by the unit yeoman or verifying official. For more E-ID info, see ALCOAST 251/06.
- **Transitional Assistance Management Program (TAMP):** Authorized under 10 USC 1145, this benefit provides TRICARE Prime medical coverage for 180 days immediately after demobilization for members under 10 USC 12301(d) or 12302 orders. 12301(d) orders are commonly called voluntary ADSW contingency orders while 12302 are involuntary orders. This benefit runs concurrently with additional orders and cannot be postponed. A TAMP fact sheet

is available at: www.tricare.osd.mil/factsheets/viewfactsheet.cfm?id=317

- **TRICARE Reserve Select Tier 1 (TRS-1):** TRS-1 is a premium based healthcare plan available for purchase by members demobilizing under 10 USC 12302 or 12301(d). Electing to sign up for TRS-1 is a one-time opportunity; the member must elect or decline coverage no later than 90 days after their contingency demobilization. For more info, see ALCOAST 452/06. To elect or decline coverage see: <https://www.dmdc.osd.mil/appj/tsa/index.jsp>. For general TRICARE information: www.tricare.osd.mil/reserve/index.cfm.
- **Reserve Education Assistance Program (REAP):** This program is available for members who have completed an initial mobilization under 10 USC 12302 and who may continue on subsequent 12301(d) mobilizations. The amount of financial assistance is based upon time served for contingency operations. For more details on REAP, see Flag Voice 282, ALCOAST 045/06, ALCOAST 258/06 or contact your local Educational Services Officer. The Department of Veterans Affairs web site: www.gibill.va.gov/GI_Bill_Info/benefits.htm

In order to take advantage of these benefits, first ensure that your orders show eligibility in Direct Access. In other words, the contingency tab must list a current named contingency operation and correct dates. Secondly, ensure you and your dependents are entered correctly in DEERS. Please note that members and dependent information have to be manually verified and/or updated with each activation and demobilization.

In order to avoid any future benefit issues, members are highly encouraged to ensure data is correct in Direct Access (DA) prior to executing orders. Your hard copy orders must include the named contingency operation and the standard contingency remarks.

If you have questions about your orders and DEERS information, please contact your local Servicing Personnel Office. If you have questions about TRS or E-ID, please contact the program manager listed in the ALCOASTs or your local ISC Verifying Official www.uscg.mil/reserve/pay_benefits/tricare_verifying_officers.htm.

So before your next mobilization or demobilization, check your orders and make sure DEERS is up to date. The benefits are worth it.

— By LT Melissa Cohen, CG-1311

Address Changes for Reserve Personnel

Keeping your address up to date is a membership requirement in the Coast Guard Reserve. Section 4.A.2 of the Reserve Policy Manual (M1001.28A) states that members should "promptly notify the Coast Guard via the chain of command of changes of residence and changes of phone number(s) or mailing address" Whether you're SELRES, IRR, or retired, you can make the change by simply following the applicable directions below.

Selected Reservists — Address changes should be made by the member in Direct Access (DA). Directions for making the change in DA are below. If a reservist does not have DA access, please forward your request to your Servicing Personnel Office (SPO) or your unit Admin Office for action.

Individual Ready Reservists (IRR) — Send address changes by e-mail to: ARL-DG-CGPCIRR@uscg.mil (enlisted), ARL-DG-CGPCROI@uscg.mil (officers); by mail to Commander (rpm), Coast Guard Personnel Command, 4200 Wilson Blvd, Suite 1100, Arlington, VA 22203-1804; FAX: 202-493-1776; Phone: 1-866-735-3897 (toll free).

Retirees — Address changes for RET-1, RET-2, and for Reserve Disability Retirement personnel should be reported either by e-mail to PSC-DG-RAS@uscg.mil; or by mail to Commanding Officer (RAS), USCG Personnel Service Center, 444 SE Quincy St, Topeka, KS 66683-3591; FAX: 785-339-3770; Phone: 1-800-772-8724 or 785-339-3415.

Self-Service Through Direct Access (DA) — If the home and mailing addresses are both the same, ensure they are both updated. The Coast Guard Reservist magazine and any mailings from Personnel Service Center (PSC) will be sent to the Current Mailing Address. If one updates the Current Home Address and forgets to update the Current Mailing Address, The Coast Guard Reservist magazine and other mailings will continue to be mailed to the previous address. A reservist must have access to a computer on the Coast Guard's Intranet and a current DA User ID and password to perform the DA self-service updates. Follow the below path, from <http://www.uscg.mil/HQ/psc/>: Home > Self-Service > Employee > Tasks > Home and Mailing Address.

— By Mr. Pete Buel, PSC

Sticky Situations:

How to Keep Chewing Gum off the Bottom of your Boots and Other Good Tips

While keeping chewing gum off the bottom of your boots is not usually the most pressing issue on a drill day, there are many small issues, when added together, that can really put a damper on things. Often, a few preventative steps can prevent these minor annoyances from becoming huge sticky situations. Here are few examples of lessons learned from our fellow reservists.

EAD and TRS Eligibility

BM2 Blink* just completed her Extended Active Duty (EAD) contract that started in 2001. She tried to sign up for TRICARE Reserve Select Tier One (TRS) but was denied. Here's why:

Tier One TRS is for reservists activated for a contingency and return to the SELRES after demobilization. Orders must state the following:

- The named contingency
- Recalled under Section 688, 12301 (a), 12302, 12304, 12305, or 12406
- The contingency cost center

If a member's orders do not indicate all the above, he/she is not eligible for TRS Tier One. Instead, if BM2 Blink returns to the SELRES, she is eligible for either Tier Two or Tier Three TRS. While the premiums are higher than Tier One, the coverage is the same and comparable to the active duty version of TRICARE Standard.

If BM2 Blink had been recalled under a named contingency for that same period (over 360 days) and returned to the SELRES, she would have been eligible to purchase up to four years of TRS Tier One coverage upon demobilization. See ALCOAST 425/06 for more info on TRS.

Mobilization is NOT

Bring Your Child to Work Day

MK1 Clew dutifully filled out his Annual Screening Questionnaire (ASQ). However, he did not complete a family care plan, figuring he didn't need one since he was not stationed at a port security unit. That was his first mistake.

Three months later, MK1 Clew was mobilized. When reporting to duty, he brought his child with him. Second mistake.

While the Coast Guard has nine Child Development Centers throughout the Coast Guard, his unit was not in one of those locations. MK1 Clew and his child were sent home. MK1 Clew was tasked with developing and implementing a family care plan so that he could report to work, without his child, by the next day.

Remember, everyone can be mobilized. After completing the ASQ, MK1 Clew should have spent time with his family creating a contingency plan that covered who would take care of his child, how his bills would get paid, who would walk the dog, and other necessary details. The Coast Guard highly encourages everyone to create a contingency plan and test it annually to make the transition to mobilization much smoother.

Mommy, Did You Steal A Car?

The police arrived at SK3 Tweng's home one evening inquiring about a report of a stolen car. Her daughter answered the door. The car in question was a car that SK3 Tweng had rented, two months earlier with her government credit card, when she was mobilized for two weeks. Instead of returning the rental car to the Cars4URental agency, she passed her rental car to the next incoming Coastie, who passed it on to the next Coastie, who passed it on to the next Coastie, who left it parked on the street.

Do you see the trend here?

Now, the car had passed through several hands but SK3 Tweng was still on the hook because her name was still on the rental agreement. Since the car was never returned to Cars4URental, the charges were still accruing, exceeding her government credit card limit. Luckily, the police recovered the car, but it took cooperation with Cars4URental, Coast Guard lawyers, other mobilized reservists, and SK3 Tweng to clear up the situation. In short, if a member rents a car under orders, close out the account when finished. It will prevent those embarrassing questions like, "Mommy, did you steal a car?"

"Missing" Retirement Pay

After 35 years of service, YNC Lumley turned 60 and retired. The next month, he eagerly awaited his retirement pay. The check was not in the mail.

YNC Lumley inquired at the Servicing Personnel Office (SPO) and requested a Reserve Retirement Points Statement. His total satisfactory service was 17 years. Unfortunately, he had 18 years of non-qualifying service.

To prevent this from happening to you:

1. Read the point statements that are mailed to you every year at the beginning of the fiscal year.
2. If you think it is incorrect, you must notify your Servicing Personnel Office within 45 days.
3. If you earn fewer than 50 total points in any one anniversary year, that year will not be credited for satisfactory service for retirement.
4. Points can be earned through IDT, active duty, correspondence courses and funeral duty.

In upcoming issues, we'd like to feature more sticky situations, so please send us your conundrums and solutions. In any case, there are two sure-fire methods for removing gum from your boots. Depending on where the gum is stuck, either pop your boot into the freezer to harden the gum so it is easy to pry off, or rub peanut butter on it to dissolve it and wipe clean.

— **By LCDR Lisa Schulz, CG-1313 and LT Melissa Cohen, CG-1311**

* Ed's note: These "Sticky Situations" were based on true stories — however, all names were changed to protect the innocent. Send your "Sticky Situations" to either

LCDR Schulz at Lisa.H.Schulz@uscg.mil or LT Cohen at: Melissa.M.Cohen@uscg.mil.



Photo by Mr. Scott Prince

REBI Class Romeo 6-06

Reserve Enlisted Basic Indoctrination Class Romeo 6-06 graduated May 5, 2006 at Training Center Cape May, N.J. and is shown here in front of the CGC CUYAHOGA Memorial. Front row, left to right: PS3 William Hughes, DC2 Lawrence Shuler, PS3 Justin Gibens, MST2 Theodore Neitzschman. Back row, l to r: SN Robert Artac, SN Christine Bowden, SN Christopher Awe, PS2 Clinton Paul, SK2 Shannon Peyatt-Morrow, PS3 David Graf. Company commanders, standing in back: YN1 Vandell Dawson and MKCS Wayne Self.

REBI Class Romeo 7-06

Reserve Enlisted Basic Indoctrination Class Romeo 7-06 graduated June 14, 2006 at Training Center Cape May, N.J. and is shown on the Station Cape May 47-foot MLB. Front row, left to right: PS3 William Adams, SN Steven Lee, SN Matthew Jankovitz, SN Romeo Gangoso, SN Homer Morgan III. Back row, company commanders, l to r: MKCS Wayne Self, DCC Christopher Keplinger, OS1 Thomas Carella. Back row, l to r: MK2 David Deming, PS3 David Lathan, MK3 Robert Lewis, GM3 John Gardner, SN Darrel Ackerman, SN Shane Garvey, OS3 Eric Bertsch and SN Steven Lafrenz.



Photo by Mr. Scott Prince



Photo by Mr. Scott Prince

REBI Class Romeo 8-06

Reserve Enlisted Basic Indoctrination Class Romeo 8-06 graduated June 30, 2006 at Training Center Cape May, N.J. and is shown aboard CGC MAKO. Front row, left to right: SN Robert Gasparas, MK2 Jeffrey Pace, PS3 John Gates, YN3 Katerina Ebert, PS3 Megan Smith, SN Cobie Lee, BM2 Haven Requa, guidon bearer. Back row, l to r: SN Ryan Chandler, SN Chad Cruset, ET2 James Lescale, PS3 Matthew Willard. Company commanders, l to r: OS1 Thomas Carella, HSC Robert Spicer, MKCS Wayne Self.

UNDERWAY IN A BIG WAY

25 YEARS OF COAST GUARD SUPPORT
TO SPACE OPERATIONS

STORY BY PA2 JUDY SILVERSTEIN, USCGR



For 25 years, the Coast Guard has provided waterborne security for NASA space shuttle operations, a partnership that addresses concerns of both safety and security. Execution of those critically important missions has evolved into sophisticated coordination since the first space shuttle lifted off in 1981.

“Shuttle security is a contingency operation,” according to MKC Bromley “Grant” Ball, Space Transportation Systems (STS) Coordinator.

While reservists are often the backbone of the operation, its complexity also requires a skillful blend of active duty and Auxiliary members. The most recent space shuttle launch — with an array of delays and challenges — was no exception.

“Each launch kind of has its own unique character ... it’s like a microcosm of every Coast Guard evolution,” said FS1 James “Grumpy” Smith, who has worked every shuttle launch since its inception.

Care and feeding of the troops is his passion and his shipmates joke he just might have been “out to every launch.” In the early days, when reservists camped out on floors, “Grumpy” cooked, earning him the moniker, “high fryin’ cook.” Now he provides logistics acumen and a depth of knowledge about people and platforms.

“He’s a walking textbook of every shuttle launch since the beginning,” said Ball.

That bodes well for the operation since coordinating manpower, berthing, food and finances is no easy task given the unpredictability of timing, delays and the tug of civilian work and family needs. For reservists and auxiliaries, protracted launches can send civilian work relationships into a nose dive.

“That’s why the emphasis has to be on accountability and communications,” said MK1 Mark Carstens, STS Operations and Logistics and Ball’s colleague. “We had a large team of reservists, active duty and auxiliaries on the (STS-115) mission. So it’s critical to understand the stressors and opportunities,” said Carstens, who often likens the work to his duties as a high school football coach. “It’s all about finding the right player for the right position,” said the 18-year veteran of the Coast Guard Reserve.

Flexibility is a key ingredient for organizing an operation with no known end date and one that is subject to safety considerations, delays and the occasional scrub.

“Our motto is *Semper Gumby* — which the reservists here live by,” said Carstens. “We actually pride ourselves on doing a great job with minimal resources and limited time. And we thrive under pressure.”

Despite continued delays ranging from a rare launch pad lightning strike to Tropical Storm Ernesto, STS-115 was merely a reflection of past launches whose unpredicted challenges stretched into weeks of scheduling tailspins. Over the years, waterside shuttle security has morphed into a modern-day juggling routine requiring a well-choreographed system of details that appears seamless but accounts for the well being of the crew — and the rocket.

Partnership Steeped in Respect

“That seamless level of security is due in part to a quarter century of process refinement and adaptability, it’s the hallmark of Coast Guard response,” said retired RADM G. Robert “Bob” Merrilees, who once served as Commanding Officer of Reserve Unit Port Canaveral and Senior Reserve Officer for Group Mayport and was a key figure in standing up the security partnership with NASA. With 38 years of tenure at NASA in community relations and the budget office, and 16 shuttle launches as a reservist under his belt, Merrilees has a unique perspective and remains a trusted and loyal advisor. Prior to the launch of STS-115, Merrilees arranged and escorted a group of officers from MLCLANT and the

Seventh District, including Seventh District Commander RADM David W. Kunkel, on a behind-the-scenes tour of NASA with astronaut Jim Reilly. It demonstrated just how critical Coast Guard security operations are to the safety of NASA’s return to flight.

“It’s impressive that for a quarter century, shuttle security has been provided by Coast Guard crews working closely in partnership with NASA,” said Kunkel.

Merrilees is quick to credit NASA for the successful partnership dating back to 1981. “NASA has always made sure we were adequately funded to provide support,” he said. “Despite the seriousness of the mission, it’s always been a friendly, professional and easy relationship based on respect.”

“Everyone on the both sides understands the mission and what’s at stake,” said Carstens. “That makes a big difference.”

“NASAs’ culture of empowerment mirrors the Coast Guard’s, making for a relationship centered on trust and communications,” said Merrilees.

A Layered Defense

“Since the beginning, the Coast Guard has supported the Kennedy Space Center securing hundreds of miles of water and riverine areas,” said Mark Borsi, Special Agent in Charge of Security Operations at NASA’s Kennedy Space Center. A finely-honed process takes close scrutiny to fully comprehend, he said. “Our perspective is the Coast Guard never complains, never whines, and always gets the job done,” said Borsi. “We’ve been doing this so long — using cutters and small motor boats that the program is practically on auto pilot.”

Since 2004, a fixed wing aviation element has also been added to the layers of defense, said Borsi. “In coordination with the *Noble Eagle* jet program, and indigenous NASA forces, air defense for the space shuttle has been folded into security,” he said.

Prior to launch, Coast Guard crews assist the U.S. Air Force in clearing an area known as the Launch Hazard Zone. Pre-launch patrols include the Banana River, Bair Cove, Mosquito Lagoon and the offshore area near the launch pad. Coast Guard and Auxiliary vessels intercept and communicate with recreational and commercial boaters to ensure understanding of the restrictions.

Though enhanced protection of the Kennedy Space Center with its roughly 145,000 acres has increased in the wake of terror alerts and a changing global picture, the 222-square miles owned by NASA also encompasses a national wildlife refuge with thick foliage and protected species. That means several Coast Guard missions come into play during shuttle operations, including search and rescue, marine environmental protection and maritime homeland defense.

Historical Perspective

While safety and security have always been the driving force of the operation, the list of spacecraft Coast Guard crews have toiled to protect reads like an aeronautical history lesson: DISCOVERY, CHALLENGER, COLUMBIA. They all evoke images of space pioneers, yet some of the memories are clearly emotional — and difficult.

For many reservists, the CHALLENGER loss at launch in January 1986 remains vivid and sad. Many also have still-fresh recall of COLUMBIA, whose launch they worked nearly three years ago. Because NASA and Coast Guard cultures mesh well, crews are able to find best practices from even gut-wrenching events. After-action reports are filed for each launch and a metal filing cabinet stores green notebooks with meticulous details near Ball’s desk.

One More Time

While the STS-115 mission officially closed out for the Coast Guard on Oct. 6, Ball and Carstens are poised to prepare orders for an STS-116 launch date of Dec. 7. They wouldn’t have it any other way. Carstens and Ball understand each other, share a warm

The Coast Guard Cutter
POINT BARNES (WPB-82371)
on patrol during a Space
Shuttle launch in the 1980’s.
USCG Photo.





The launch of the Space Shuttle ENDEAVOUR. CDR Bruce E. Melnick, the Coast Guard's first astronaut was a crew member on ENDEAVOUR's maiden voyage to space. Photo courtesy of NASA.

camaraderie, and seem to enjoy the unpredictability of their work. They balance the constant barrage of questions, phone calls and weather updates — barely showing signs of wear despite minimal sleep the night before. “It’s just what we do,” said Carstens, shrugging with a phone in one ear. Outside, the sky is simultaneously brightly lit and ominously gray. More calls. “Thank you. Yes, we’re monitoring that situation,” said Ball, referring to the “Charlie” status of a badly-needed vessel.

Logistics notwithstanding, both stress the human element plays a strong and vital role in the continued success of the program.

“It’s all about the job we do and cultivating lifelong relationships with reservists to deal with the stress and the seriousness of the mission,” said Carstens.

The door swings open and in walks a crew from Mosquito Lagoon. Tucked into a rural setting nearly 35 miles away, it is a desolate, wooded area at the northern end of the security zone, but the crew is nonetheless, essential to the mission. Ball replaces a few names on the dry-erase board and reassures a reservist he can come back next week when NASA announces a definitive launch date. Logbooks fly open and the latest personnel changes are noted. With NASA TV playing in the background, the duo keeps a watchful eye on weather, rental agreements and myriad other elements and communications with other maritime law enforcement agencies that threaten to throw their meticulous planning out of whack. Underneath a map of the security zone, the coffee pot belches forth steam and an enticing aroma. There’s a rhythm to all this unpredictability.

“It’s organized chaos,” quips Smith, pausing to fill his coffee cup.

Surprisingly upbeat save for a slightly sore shoulder, Ball recounts which reservists have to get back to their civilian jobs before the weekend, and which ones can extend.

Yesterday, the shuttle was cleared for lift-off following a launch pad lightning strike several days ago. Today, Tropical Storm Ernesto threatens to slam Florida’s east coast and there’s talk of returning the shuttle to the Orbiter Assembly Building — a six-hour move. Ball has to think about agreement renewals and camper rentals for his crews up at Mosquito Lagoon.

Once again, the desk phone rings. It’s another reservist calling with dates of availability. Then the commanding officer rings in. The Coast Guard’s Seventh District has instituted Hurricane Condition 2 and he wants to be certain Ball and Carstens are aware. Though the pair are overdue for a day off, their sense of mission prompted them to stop in for an hour today. Four hours later, they’re debating ways each security

team member can get home to secure their families and gear, while still maintaining a crew for shuttle ops, as per the agreement with NASA. Even a hurricane doesn’t stop this crew.

It’s just part of security ops, shuttle style.

Sidelined

Leaning back in his creaky chair, Smith recalls similar weather predicaments and delays. A veteran of 115 launches, his corporate knowledge is vastly helpful to Ball and Carstens.

“We just fit well together,” said Smith. “All of us, you know?”

It would seem that acceptance of constant change is the hallmark of successful shuttle security operations. What’s at play is a team of reservists with a long history of standing the shuttle security watch — most of it together. They recall the births of children, work promotions and schedules for every member of their team.

“That kind of history makes it easy to work this out,” said Ball, slated to retire next year. Both Carstens and Ball, serving on extended active duty, freely exchange ideas and solutions. They’re also quick to credit support from CWO2 Michael J. Locke, commanding officer of Station Port Canaveral. Locke returns the praise.

“Reservists support the active duty component and enable the ability to sustain waterside security prior to, during and also through delayed or postponed shuttle operations,” he said. “The continuity they have provided for the past 25 years has provided a stable foundation for this ever-changing operation.”

Precious Cargo

Though each mission is taken seriously, the STS-115 mission may have had a slightly greater significance, given the Coastie astronaut onboard — CAPT Dan Burbank. His predecessor, CDR Bruce Melnick, the Coast Guard’s first astronaut, was also on the landing strip Sept. 21, when ATLANTIS returned. The support they express is meaningful to the tired crews, said Ball.

“In a post 9/11 world, the big push is to protect the Kennedy Space Center as a major national asset,” said Burbank. “The FAA imposes temporary flight restrictions and the Coast Guard serves as interceptors playing a big role in making launches safe.”

Locke weighs in about the success of the security detail.

“The continuity of the program has made the reservists become waterside security specialists.”

Given NASA’s ambitious shuttle schedule, that bodes well for all.

The Coast Guard Cutter GANNET (WPB-87334) on patrol during a Space Shuttle launch at the turn of the century. USCG Photo.





CAPT DAN BURBANK BECOMES THE SECOND COASTIE IN SPACE

STORY BY PA2 JUDY SILVERSTEIN, USCGR



In a rare pre-dawn landing, the Space Shuttle ATLANTIS touched down at Cape Canaveral, Fla. Sept. 21. With the International Space Station discernible in the dark sky, the flawless landing marked a successful return to construction following a three- and-a-half year hiatus after the COLUMBIA tragedy.

The flight was especially meaningful for the Coast Guard as its second astronaut — CAPT Dan Burbank — served as mission specialist and flight engineer on NASA’s historic return to sky-high construction. A helicopter pilot by training, Burbank’s second shuttle flight in nearly a decade was also his first spacewalk.

“It was a really sporty maneuver,” Burbank said. “In general, the work we are doing is right at the limit of material science and engineering.”

Evidently, the Coast Guard’s own rocket man relishes the excitement of pushing the envelope.

Burbank and his crewmates flew aboard a 4.5 million pound rocket hurtling into space at a dizzying five miles per second with the heaviest payload ever shuttled through space. Weighing 17.5 tons, the truss included two expansive solar panels, attached like wings and folded neatly within the confines of the space shuttle. Those articulating wings, when unfolded, extend out to 240 feet. Upon completion of the space station in 2010, the panels Burbank helped install will provide one-quarter of the station’s power. Juggling challenges of weightlessness, bulky spacesuits and gloves, Burbank’s spacewalk was one of three during the ambitious 12-day journey. He helped remove more than 250 launch-lock mechanisms and a dozen insulated panels. Crucial, yet somewhat routine, the work turned challenging when a bolt seized up.

“There’s a tendency to let your guard down when you do repetitive work in robotics, and fatigue poses risks,” Burbank said.

Given the delicate mechanisms involved, months of meticulously practiced maneuvers came in handy. The crew also culled some best practices about how hardware performs under extreme conditions in space and worked hard to ensure orchestrated and well-calculated movements when deploying the truss.

“The issue was precision,” said Burbank. “We were looking at millimeter-fine inputs with no variance.”

As he and his partner heaved a tremendous amount of torque on the stubborn bolt, both were acutely aware of the exertion and have the black fingernails to prove it. But a passion for the mission provided motivation, Burbank said.

“In space, there’s more of a global view and we’re all cooperative and working together,” he said. “The work we accomplished – adding the truss and solar rays – effectively doubled power generation for the space station, which we get virtually for free from the sun. This will allow us to add follow-on European and Japanese build-outs,” Burbank said.

It’s also something that had never been done on earth. What the STS-115 crew did was take hardware into space, build it and attach it half a continent away. That made for exceptionally long and tiring work days leaving little time to float and enjoy the



“You’re like a kid up there...it’s fun!”

otherworldly view. Yet for a brief few moments during his spacewalk, Burbank took the time to gaze over the heavens. In his description, he tosses around words such as, “tremendous”, “exhilarating” and “exuberant.”

“You’re like a kid up there — it’s fun!”

Yet there’s no denying the pressure on the crew of STS-115 — and subsequent others — all hoping to adhere to strict deadlines. Burbank’s launch proved to be a nail-biter from beginning to end, resulting in two weeks of delayed launches and a one-day extension in space. While Burbank’s nuclear and extended Coast Guard family waited nervously on terra firma, crew members waited patiently. Crediting the depth of his NASA training for his mission success, he also sees parallels with his Coast Guard training.

“The way we operate the space shuttle is a heck of a lot like the way we operate Coast Guard aircraft or vessels,” Burbank said. “We use a crew concept and division of labor ... Coast Guard training, put me in good stead.”

Burbank said he thinks about space exploration a great deal, wondering what it would be like to deploy to the space station for six months.

“Space is a great adventure but we’re pushing the limits and we have to understand there will be errors,” he cautions.

Yet he underscores the need for continued work in space. “We are destined to extend our reach from lower orbit,” Burbank postulates. With precise use of words, he describes unprecedented

global cooperation on the space program, and then segues back to talk of other galaxies.

“The moon is two and a half days away, and Mars is nine days away,” said Burbank. “Current construction is crucial to creating a scientific outpost on the moon and on Mars.”

By all accounts, he is an affable and accomplished helicopter pilot, athlete and engineer who often thinks about the Coast Guard.

“Aerospace equipment is a lot of fun, but I still love flying helicopters,” he said.

After a few intensive training years, he’s also looking forward to spending more time on Cape Cod with his wife Roslyn, a recently-retired Coast Guard Reserve captain, and his two children – both of whom surprised him while in orbit. The pair played the cello on a broadcast one morning and he said it was a welcome sound, though he admits his son and daughter were mortified upon learning the concert was actually broadcast. Happy to have her dad back on Earth, Burbank’s daughter has recently expressed interest in becoming a Coast Guard aviator.

There is also one ground-based adventure Burbank is looking forward to resuming.

“I’ve really missed skiing and my kids have gotten really good at it,” he said. “I’m going to log in a good, solid long overdue week on the slopes.”

A 10-year veteran of NASA work, Burbank initially joined the Coast Guard hoping to be a coxswain on a small boat, after being inspired by a Walt Disney movie called *The Boatniks*. While at the Coast Guard Academy, he realized officers were ineligible for that role and flying was the next logical choice.

Looking ahead, Burbank is planning to teach at the Coast Guard Academy beginning in the spring of 2006. Although there’s some potential of returning to NASA at some point in the future,

Burbank is excited about his new assignment at the Academy. As part of his NASA training, he spent months in the classroom and the laboratory learning geology, astronomy, aerodynamics, meteorology, orbital mechanics, anatomy, physiology, chemistry and a host of other subjects relevant to spaceflight. His next assignment offers the chance to pass along some of his NASA experience, and perhaps more importantly, return to his Coast Guard roots.

Fellow astronauts and his wife describe him as a Renaissance man with a great sense of humor. His hobbies include sailing, kayaking and playing in a Houston-based astronaut band called Max Q, a term for the maximum dynamic pressure from the atmosphere felt by an ascending spacecraft.

“We don’t practice, we just show up and are lucky to have some pretty forgiving audiences,” quips Burbank, a vocalist who also plays rhythm guitar. Though he describes himself in humble terms, the band has garnered a few rave reviews.

“He’s not only superb at space walks, he’s a heck of a guitar player,” said Jim Reilly, a fellow astronaut. “Dan’s a very bright problem solver and he’s actually, always smiling.”

Burbank’s recipe for success? “Have passion for your work. Focus on your goal and be persistent,” he said.

That’s sage advice from someone who readily shares that he was not accepted to the Academy or the space program on his first attempts.

While NASA prepares for the next flight in the construction sequence, Burbank and fellow crew members have been sharing insights, best practices and helping NASA capture ways to improve vehicle and crew efficiency. It seems somehow certain the future is likely to include an adventure or two for this rocket man — whether ground-based or sky high.

In a rare pre-dawn landing, the Space Shuttle Atlantis touched down at Cape Canaveral, Fla. Sept. 21.





In Brief

• **PSC CUSTOMER CARE CALL CENTER** — The Customer Care Call Center at PSC Topeka remains staffed two weekends per month, except during the all-hands in October and April, to



assist and answer questions regarding password resets, pay, travel, and user support. Phone support hours of operation for these weekends are 0730-1600 Central Time. The weekend schedule for FY07 is as follows: Dec. 9-10, 16-17; Jan. 6-7, 20-21; Feb. 10-11, 24-25; March 10-11, 17-18; May 12-13, 19-20; June 9-10, 16-17; July 14-15, 21-22;

Aug. 11-12, 18-19; Sept. 8-9, 15-16. There are three ways to contact PSC: phone: 785-339-2200 or 1-866-772-8724; e-mail: PSC-CustomerCare@uscg.mil or complete the online form at <http://www.uscg.mil/hq/psc/customerservice.shtm>. For retired pay issues, please continue to call 1-800-772-8724 or 785-339-3415.

• **TITLE 14 RECALL LIMITS EXPANDED** — Reservists may now be subject to involuntary recall for serious natural or manmade disasters, accidents, catastrophes, and acts of terrorism for up to 60 days in any four-month period with a maximum of 120 days in any two-year period. See ALCOAST 458/06 for more details. Also, review the updated CGR Partial Mobilization Entitlements Policy, ALCOAST 462/06.

• **SAT/ACT POWER PREP PROGRAMS** — For the second consecutive year, a group of NFL, NFL Europe, AFL and CFL football players have sponsored several million dollars worth of SAT and ACT test prep programs that are available for every interested family in the U.S. military (all branches — active or reserve — including the Coast Guard Reserve) for the 2006-07 school year. To request the program (a \$199 value), a service member should visit <http://militaryhomefront.dod.mil> and lick on the link, 'Donation: VSG/NFL Players' on the left-hand side of the page under "Special Offers." Then click on "Verification Form." That verification form will check a member's status against the DEERS system (for help, contact 951-256-4076, support@eknowledge.com). The eligible member will then be forwarded to the sponsorship order page where they can request the programs. The families pay only the shipping/handling of \$9.95. Last year, over 10,000 service members sent thank you letters and e-mails regarding this program. Here is the link below to the donation informational page: <http://sat.eknowledge.com/military.asp>. For info, contact Brandon Chatham, 951-256-4076, E-mail: bchatham@eknowledge.com.

• **SESAME STREET VIDEO / KIT** — Entitled "Talk, Listen, Connect" these bilingual video/kits help families cope with issues during deployment. The kits are being distributed through Military One Source. The Coast Guard cannot access Military One Source. However, copies can be obtained through your Ombudsman or District Ombudsman Coordinator at your local Work-Life office. Here is the link below to the

informational page: <http://www.sesameworkshop.org/tlc/>

• **TRICARE "OPEN SEASON" FOR SELECTED RESERVISTS** — TRICARE Reserve Select (TRS) "open season" for Tier Two and Tier Three Selected Reserve (SELRES) members runs from now until Nov. 25, 2006 for coverage beginning Jan. 1, 2007. TRS is the premium-based health coverage offered by the Department of Defense similar to TRICARE Standard and TRICARE Extra. The National Defense Authorization Act for FY 2006 expanded TRS coverage to all qualified SELRES members. Tier Two is for SELRES members who are self-employed, members who do not qualify for employer-sponsored health care, or members who qualify for unemployment compensation. Tier Three is for any SELRES member who does not qualify for either Tier One or Tier Two. Premiums vary by Tier level and by individual or family plans. For more info, see ALCOAST 425/06 or go to the TRICARE Web site: www.tricare.osd.mil/reserve/reserveselect/. Tier One does not have an open season. Instead, Selected Reserve members who served continuously on Title 10 for at least 90 days in support of a named contingency operation must elect Tier One coverage within 120 days of their demobilization date.

• **TRICARE RETIREE DENTAL PROGRAM** — National Guard and Reserve personnel who elect to enroll in the TRICARE Retiree Dental Program (TRDP) within 120 days after retirement are eligible to skip the 12-month waiting period normally required for certain TRDP benefits (such as crowns, bridges, and braces). All new enrollees seeking to obtain the waiver should submit a copy of their retirement orders along with their enrollment application. It is important to note that the 120-day period during which a "gray area" retired reservist can enroll in the TRDP to qualify for the 12-month waiting period waiver begins with his/her retirement effective date, not the date he/she reaches age 60. For more info and to enroll, go to the TRDP web site (www.trdp.org) or call the toll-free number at 1-888-838-8737.

• **SGLI PREMIUM INCREASES** — The SGLI monthly premium rate increased slightly. For example, a member with the maximum coverage of \$400,000 went from \$27 to \$29. This premium includes an additional \$1 per month for Traumatic Injury Protection coverage (TSGLI), which is mandatory and added to any premium rate automatically. However, the Family SGLI was reduced. Service members should have seen a change in the deduction from their pay for the first time in July 2006. For more info, see SGLI's web site: <http://www.insurance.va.gov/sgliSite/SGLI/SGLI.htm>



Photo by CWO3 Ed Kruska, USCGR

Fair Winds,
RADM Smith

RADM Duncan C. Smith III, left, receives a retirement certificate from ADM Thad W. Allen, right, at Smith's retirement ceremony at TISCOM Alexandria, Va. June 29. Smith served as Deputy Area Commander for Mobilization and Reserve Component Affairs, Pacific Area since June 2004. He has been in the Coast Guard and Coast Guard Reserve since first enlisting in 1970.

Upcoming Events

FEBRUARY 2007

- **ROA MID-WINTER CONFERENCE** — Feb. 4-7, Hilton Hotel and Towers, Washington, D.C. For info, contact ROA, One Constitution Ave. N.E., Washington, DC 20002; 202-479-2200; Web: www.roa.org
- **ROA COAST GUARD RECEPTION** — The Reserve Officers Association (ROA) Department of D.C. Coast Guard Chapter 4 invites all USCG officers and ROA members to this annual event, Monday, Feb. 5, 5 p.m. at ROA Headquarters, One Constitution Ave., N.E., Washington, D.C. Attire is CG Service Dress Blue (Bravo) or business suit (coat and tie). Cost: O-3 and below, \$20; O-4 and above, \$30; O-3 and below couples, \$35; O-4 and above couples, \$45. For more info, contact LCDR Steve Weagraff, USCGR, 13703 Northbourne Drive, Centreville, VA 20120; 703-608-8894; e-mail: steveweagraff@yahoo.com. Checks should be made payable to: ROA DC Chapter 4.
- **2007 RESERVE COMPONENTS JUNIOR OFFICER PROFESSIONAL DEVELOPMENT SEMINAR** — Feb. 4-7, Washington, D.C., Washington Hilton Hotel and Towers. A unique joint services professional development experience for those reservists O-1to O-4 and CWO1-CWO2 from all of the Reserve Components, NOAA, USPHS and the National Guard. The seminar is an unparalleled opportunity to network with peers and superiors from all the uniformed services with the opportunity of meeting one-on-one with senior leadership. More information is posted on the ROA web site (www.roa.org). Contact: CWO Frank Meeks, Chair, ROA WO Committee at meeksfd@comcast.net, 202-479-2200.
- **COAST GUARD RESERVE BIRTHDAY** — It's number 66 for the Coast Guard Reserve on Monday, Feb. 19!

APRIL 2007

- **CWOA ANNUAL MEETING** — April 11-14, 2007 at the Comfort Inn and Conference Center, U.S. 50 & MD 301, Bowie, MD 20718. For more info, contact Ed Swift, Executive Director, CWOA, 200 V Street SW, Washington, DC 20024; 202-554-7753, e-mail: cwoauscg@verizon.net

JULY 2007

- **U.S. COAST GUARD FESTIVAL** — Friday, July 27 through Sunday, Aug. 5 in Grand Haven Mich., Coast Guard City USA! Parade and

fireworks are on Coast Guard Day, Saturday, Aug. 4. For info, contact: U.S. Coast Guard Festival, 113 N. Second St., Grand Haven, MI 49417; 1-888-207-2434; contact@ghcgfest.org Web: www.ghcgfest.org

OCTOBER 2007

- **USCG INNOVATION EXPO** — Start making plans now to exhibit or attend the USCG Innovation Expo, slated for the week of Oct. 29th in New Orleans. For info, contact Mr. Fred Hooghouse, Commandant (G-CPD); 202-372-4579; e-mail: flhooghouse@uscg.mil

Reunions

MARCH 2007

- **USCGC UNIMAK REUNION** — March 29-April 1, Congress Hall Hotel, Cape May, N.J. Cost is \$85 per person. Special discounted rate on rooms (\$95 for single or double room, and \$135 for triple or quad plus taxes and miscellaneous charges — mention UNIMAK reunion to get special rate). You must reserve your room directly with Congress Hall Hotel (Reservations: 1-888-944-1816). The cost of the hotel and reunion are separate. For info, contact John Cadarette, cadmando@myeastern.com, 860-376-5452 after 6 p.m. or Eric Heald, eric.heald@verizon.net; 518-965-9938 after 2 p.m.

APRIL 2007

- **CGCVA CONVENTION & REUNION** — USCG Coast Guard Combat Veterans Association reunion is set for April 16-20 at the Sheraton Gateway Hotel, 800 Airport Blvd., Burlingame, Calif. This reunion is open to all, not just CGCVA members. Details and registration forms can be found at: www.coastguardcombatvets.com

SUMMER 2007

- **RESERVE UNIT TOLEDO** — Plans are in the early stages to host a reunion in the summer of 2007 for all personnel that were assigned to Reserve Unit Toledo, Ohio. If you or anyone you know was ever assigned to RU Toledo, please contact YNC Barbara Bebout (Sherburne) via e-mail: barb1205@hotmail.com with the Subject Line of "RU TOLEDO" (or the e-mail won't be opened) or send a letter with your name, address, phone and e-mail address to Barb at 1205 Richards Road, Newark, OH 43055-2124.

Advancements

Reserve Enlisted Advancements effective July 1, 2006 from Enlisted Reserve Advancement Announcement (ERAA) No. 007-06, ALCGRSV 017/06 (R 211054Z JUN 06)

Boatswain's Mate(BM)

BMCS LA MCCAWLEY
BMC T B STOLTE
BM1 G P JONES
BM1 J M LAUGHLIN
BM1 B D MCDUGALL
BM1 C N COLQUITT
BM1 T W SERCOVICH
BM1 A D REX
BM1 D G SNOVEL
BM2 J M MANNING
BM2 M C ROSEMEYER
BM2 K A CUPPLES
BM3 F T CAMPBELL

Food Service Specialist(FS)

FS2 V A BECKHAM

Gunner's Mate(GM)

GM2 AA PLA

Health Services Technician(HS)

HS2 D J FISHER

Investigator(IV)

IV1 D H LEA

Machinery Technician(MK)

MKCS D W JENSEN
MKC J L DELANCEY
MK1 D O WIGGINS
MK1 A C SHORTT
MK1 C A HAUSWIRTH
MK1 T A LEMAS
MK2 H ROEBUCK

Marine Science Technician(MST)

MSTC C R STEDMAN
MSTC W S GARDNER
MST2 E O KOEHLER
MST2 J W MOORE
MST2 M A PALOSAARI

Operations Specialist(OS)

OS2 N J BRYAN
OS2 H J HERNANDEZ
OS2 E LOPEZ

Port Security Specialist(PS)

PSC R R CHEDSEY
PSC M W CRABTREE
PSC A R POLIK
PSC J R BALTAR

Storekeeper(SK)

SKC G SANTIAGO

Yeoman(YN)

YNC LA BOULANGER
YNC J L UPTON
YN3 M A BERLIN

Effective Aug. 1, 2006; from Enlisted Reserve Advancement Announcement (ERAA) No. 008-06, ALCGRSV 019/06 (R 201518Z JUL 06)

Boatswain's Mate (BM)

BMCS B M SWAINE
BMCS K J BROBST
BMC W E LURCOCK

BMC D D SCHMIDT
BMC R G SIMONEAU
BMC T A FULTON
BMC D A FARABAUGH
BMC J D MARCOTTE

BMC D T CLIFFE
BM1 A F FACCIN
BM1 R J SMITH
BM1 I S BUCS
BM1 M S BANNON
BM2 M J MCGETTRICK
BM2 K R NOLL
BM2 S M HARDESTER
BM3 C R RENFRO

Food Service Specialist(FS)

FS2 K L HOGAN

Health Services Technician(HS)

HS1 J B ELROD
HS1 K N JOHNSON
HS1 J W RUNNELS
HS2 M M LEFEBRE
HS2 B T HARVIN
HS2 S D MITCHAM
HS2 T W OLTHOF
HS2 K R CARLSEN

Investigator(IV)

IVC M H MAURER
IV1 R E MURPHY
IV1 P F JORDAN
IV1 W A ALLEN

Machinery Technician(MK)

MKCS J D HALCOMB
MKC K ELDRIDGE
MKC K M KING
MKC I L LEMUS
MKC J D ANDERSON
MK1 B J WARD
MK1 M W CARSTENS
MK1 T B GITTINGS
MK2 M J MARSHALL
MK2 T E BOND

Marine Science Technician(MST)

MSTC K C HADLEY
MSTC C DAVIDSON
MSTC J S SMITH
MST2 K A WELLES

Operations Specialist(OS)

OSC T L CLUTTERS
OSC G F GOODWIN

Public Affairs Specialist(PA)

PA1 A R RASK

Port Security Specialist(PS)

PSCS R D LANG
PSC T R MORGAN
PSC K R POST
PSC E A GOMEZ
PSC R G MAGGI
PS1 T L STENGER
PS1 T ROMAN
PS1 L S GARRETT
PS1 D K BURCH
PS1 D C BOWER
PS1 J M RODRIGUES
PS1 B L SOARES
PS1 R J WENZEL
PS1 A D NALDOZA

Storekeeper(SK)

SK1 A S FLORES
SK1 L F VILLAVERDE
SK1 G J LATTIER

Effective Sept. 1, 2006; from Enlisted Reserve Advancement Announcement (ERAA) No. 09-06, ALCGRSV 026/06 (R 221222Z AUG 06)

Boatswain's Mate(BM)

BM1 M M JOHNSON
BM1 S P MCEVOY
BM1 C A MARTIN
BM1 C J BLOECH
BM1 A W DUHAIME
BM1 G REYES
BM1 R E ADAMS
BM2 T S BENSON
BM2 M A TREDO

Damage Controlman(DC)

DC1 H J HARTMAN
DC1 C J BLES
DC2 R P GASSER
DC2 B P OLSON

Electronics Technician(ET)

ETC C L LIPKE
ET1 W J KLICH
ET1 L CUTHBERTSON

Food Service Specialist(FS)

FS2 L T DLIMA

Gunner's Mate(GM)

GM2 D J MARINELLA

Health Services Technician(HS)

HS1 J L MOBLEY
HS1 D C ESTELA
HS2 E WITTNER

Investigator(IV)

IV1 S M SPURRIER

Marine Science Technician(MST)

MST1 K E SHANNON
MST1 D B CREAGER
MST2 N A CHUDOLIJ
MST2 A J FILIPCZAK
MST2 A M FARIAS
MST2 C L HOCKEMA
MST2 T A GRANT

Operations Specialist(OS)

OS2 N ANSARICOBIELLA

Port Security Specialist(PS)

PSC B P MONAHAN
PS1 J D DYER
PS1 C G CARRUTHERS
PS1 C R MCNAMARA

Yeoman(YN)

YNC H L MCDOWALL
YNC T S HOWARD
YN1 M A ROSARIO
YN1 C J EISEN
YN1 S D ZYWICKI
YN3 AA LEVANAKU

Questions should be directed to Mr. Alan L. Russ, alan.l.russ@uscg.mil or 785-339-3403.

Retirements

RET-1
(Retired With Pay)

MAY 2006

CAPT George A. Weller
CDR Robert Q. Ammon
CDR Harold T. Enger
LCDR Joseph S. Becker
LCDR Bernard Dombrowski
LT Odean Davis
LT William J. Gottschalk
BMCM Robert S. Perlow
BMCM Jane A. Piereth
PSCM John R. Stafford
MKCS Thomas K. Mahan
BMC Linda J. Livingston
MKC James G. Marshall
MKC John A. Schloth
MSTC Herbert S. Wong
OSC John K. Eutsey
PSC Wayne D. Chandler
PSC James B. Maxin
YNC Mary T. Adams
BM1 William T. Armour
FS1 Remigio D. Delosreyes
IV1 Richard P. Deroche
MK1 William L. Essig
MK1 Stephen R. Steimel
PS1 James P. Arrant
PS1 Terry L. Waterfield
PS1 Abraham A. Williams

YN1 Henry M. Chapman
BM2 Warren D. Flagg
BM2 Steven L. Hughes
GM2 Robert E. Griggs

JUNE 2006

LCDR Caroline A. Foy
LCDR Alan L. Wentzell
LCDR Leslie A. Wiley
LT Joseph A. Scinto
CDR David A. White
CWO3 Byron L. Hauger
CWO3 Ronald J. Ott
PSCM William Fleischauer
BMCS Joseph R. MacDonald
FSCS Ivan E. Header
MSTCS Russell L. Hoyser
PSCS Guy T. Lombardozzi
PSC Frank W. Topp
YNC Peggy A. Felton
YNC Victoria L. Lee
BM1 William F. Hilliard
BM1 Ronald S. Jacobson
BM1 Anthony E. Misunas
BM1 Gerard J. Newman
IV1 Jim W. Taylor
OS1 Frederick W. Alexander
OS1 Thomas Levendakes
PS1 Robert C. Askren
PS1 Raymond F. Jaklitsch
PS1 Moses Shim

PS1 Candido Torres
SK1 Ronald L. Fox
SK1 James M. Whiting
YN1 Lillie M. Stewart
ET2 Michael McMorrow
OS2 David P. Coon

RET-2
(Retired Awaiting Pay)

MAY 2006

CDR Anthony B. Canorro
LCDR Richard T. Evans
LCDR Dennis M. Seehaus
CWO3 Vivian L. Brennan
MSTC Joseph W. Croghan
SKCS Lorrene R. Loftis
IVC Mark M. Nuss
BM1 David K. Hardy
DC1 Charles R. Lee
ET1 David L. Ward
FS1 James R. Kirby
SK1 Brian J. House
BM2 William J. Norman
BM2 John M. Wilson
MK2 Brian B. Montgomery
MK2 Brendan D. Smith
MST2 William B. Leasure

ET3 Richard D. Rios
FS3 Benjamin A. Moreno

JUNE 2006

CAPT Warren E. Soloduk
CAPT Robert C. Weil
CDR Richard M. Orourke
CDR David M. Singer
CWO3 Mark J. Zimmerman
BMCM Raymond A. Borchert
BMCM Marley H. Harris
ETCM Brad B. Smetana
BMCS Paula F. Jaklitsch
FSCS William A. Horick
GMCS Richard J. Thompson
MKCS David R. Arruda
MKCS Terrill A. Brice
MKCS Joel M. Whitney
BMC Michael T. Allgaier
BMC Walter M. Newell
ETC David K. Chatham
MKC Michael C. Loeffler
MKC Gregory A. Waller
MSTC Michael D. Jenkins
PAC Matthew M. Peterson
PSC Geoffrey E. Ciereck
PSC George R. Damato
PSC John Dominguez
SKC Clarence E. King
YNC Edward M. Lynch

AMT1 Bill V. Palmer
AMT1 Thomas D. Ruwan
BM1 Patrick J. Bradley
BM1 Robert D. Olsen
BM1 James S. Schaller
ET1 John T. Powell
MK1 Paul M. Delmore
MK1 Richard P. Smeaton
MST1 Dennis D. Tea
PS1 Kenneth Debelak
PS1 Donald G. Elferink
PS1 Gregory A. Myers
PS1 Christian R. Waugh
SK1 William A. Richards
SK1 Grant L. Watmough
YN1 Kathleen A. Cox
YN1 Shawne M. McMinn
BM2 Thomas C. Farmer
BM2 Joseph A. Quintiliani
EM2 Charles R. Navarro
MK2 Bradford H. McPhail
MK2 Jeffrey P. Ott
MK2 William I. Rhodes
OS2 Michael J. Malinowski
OS2 Robert J. Salsman
SK2 Harvey H. Pickett
PS3 Manuel P. Darosa

Source: Ms. Lynn Couch & Ms. Linda Frank, Personnel Service Center (RAS)



Photo by CWO3 E.J. Kruska, USCGR

Clockwise from upper left: It was all smiles from old shipmates who attended the retirement ceremony for MCPO Linda Reid, center, at Coast Guard Headquarters July 24. Reid, who served 31 years, had been with the Sea Partners Campaign since 1994. Left to right: MCPO Edna Doak, YNC Penny Collins, Mr. Bill Broadway, Reid, MCPO Mark Allen, and Ms. Edith Brown.

CDR Charles Polk, Senior Reserve Officer for Sector Lower Mississippi River, left, presents MKC Gus Smith with a Letter of Appreciation from President George W. Bush, while CWO4 Anthony Condry and MSTCS Russell Hoyser look on. Smith, Condry and Hoyser, all reservists, were honored at a retirement ceremony May 20. They had 83 years total combined service.

YNC Barbara Hansen, left, folds the U.S. flag during the retirement ceremony for YNCS Jan Crenshaw, right. The ceremony, held July 13 in Arlington, Va., honored Crenshaw for 31 years service in the Coast Guard and Reserve.



Photo by SK1 Charles Gandy



Photo by CWO3 Edward J. Kruska, USCGR



CAPT Dorothy C. Stratton

First Director of Women's Reserve (SPARs)

March 24, 1899 — Sept. 17, 2006

The Commandant announces with regret the death of CAPT Dorothy C. Stratton, the first female Coast Guard officer and leader of the Coast Guard Women's Reserve (SPARs) on Sunday, Sept. 17, 2006, in West Lafayette, Ind. She was 107 years old.

Born March 24, 1899, in Brookfield, Mo., to Anna Troxler Stratton and the Rev. Richard Stratton, she grew up in Missouri and Kansas, attending high school at Lamar, Mo., and Blue Rapids, Kan. She later earned a bachelor's degree from Ottawa University, a master's degree in psychology from the University of Chicago, and a doctorate of philosophy in student personnel administration from Columbia University. In 1933, she joined the staff of Purdue University as the first full-time Dean of Women and Associate Professor of Psychology, becoming a full professor in 1940.

In June 1942, during World War II, she took a leave of absence from Purdue and joined the Women Appointed Volunteer Emergency Service (WAVES). She received her commission in the Navy as a lieutenant after completing the first WAVE indoctrination class at the U.S. Naval Training Station at Smith College in Northampton, Mass. Six

months later, while serving as Assistant to the Commanding Officer of the Radio School for WAVES in Madison, Wis., she was called to serve as the first Director of the new Coast Guard Women's Reserve. She coined the term "SPARs" from the Coast Guard's service motto, "Semper Paratus, Always Ready." Under her strong leadership, the SPARs grew to 11,000 during World War II. Upon her discharge in 1946, she was awarded the Legion of Merit.

After leaving active duty, she continued in public service as the first Director of Personnel at the International Monetary Fund (IMF) from 1946-50, and, later, as Executive Director of the Girl Scouts of America from 1950-60. She also served as the United Nations' representative to the International Federation of University Women, and chaired the Women's Committee of the President's Commission on Employment of the Handicapped. Throughout her lifetime, she used her leadership, intellect, and compassion to help society and improve people's lives.

The family held a private service in accordance with CAPT Stratton's wishes. The memorial and interment were on Sunday, Oct. 1, 2006, in Lafayette, Ind. In lieu of flowers, CAPT Stratton's family requests donations are made to the charity of the donor's choice in her memory. Donations may also be made to the Dorothy C. Stratton NROTC Scholarship Fund, c/o The Purdue University Foundation, Schleman Hall, Room 204, 4755 Stadium Mall Drive, West Lafayette, IN 47907.

CAPT Stratton was ahead of her time. Her pioneering spirit and dedication to duty continue to serve as a model for all Coast Guard personnel. She was an inspirational leader and public servant long after her wartime obligations had ended. Her contributions to the Coast Guard and the nation have cemented her prominent place in our history. The Women in Military Service for America Memorial at the gates of Arlington National Cemetery has a quote from CAPT Stratton etched on the arc of glass panels: "We wanted to serve our country in its hour of need. The Coast Guard gave us this opportunity and we did our job well. Semper Paratus."

Sources: ALCOAST 477/06 (R 221729Z SEP 06), and The Reservist magazine (March 1999, published for CAPT Stratton's 100th birthday).



ADM J. William Kime

19th Commandant of the U.S. Coast Guard

July 15, 1934 — Sept. 14, 2006

The Commandant announces with regret the death of ADM J. William Kime, USCG(Ret.), on Sept. 14, 2006, in Baltimore, Md. He was 72 years old.

ADM Kime was the 19th Commandant of the U.S. Coast Guard and assumed his duties on May 31, 1990. He leaves behind a tremendous legacy. In the wake of the Exxon Valdez oil spill, he pioneered how the Coast Guard prevents and responds to oil and hazardous chemical spills, significantly minimizing environmental damage. The groundwork he laid can also be seen in how the Coast Guard responds to a broad range of threats and hazards to our maritime, homeland, and national security interests. His vision set the stage for the Coast Guard's transition to focused organizational competencies in prevention and response. He led the service during the end of the Cold War, collapse of communism, operations Desert Shield and Desert Storm, as well as increasing operations in traditional mission areas. He served as Commandant until his retirement June 1, 1994.

Upon his retirement, he brought his leadership to the maritime industry, serving as the Chief Executive Officer of Management Companies in the United States, United Kingdom, Norway and Sweden. Until last year, he served as the U.S. representative to BIMCO, the world's largest private shipping organization.

ADM Kime was born in Greensboro, N.C. and grew up in Baltimore, Md. He was inspired to enter the Coast Guard by a promotional spot that aired during a rain delay at a minor league baseball game in 1952. He graduated from the U.S. Coast Guard Academy in 1957 second in his class. Upon graduation, he served aboard CGC CASCO before assuming command of LORSTA Wake Island in 1960. He received a master's degree in naval architecture and marine engineering and the professional degree of naval engineer from the Massachusetts Institute of Technology. He also was in charge of the structural design of the Polar Class icebreakers and was the first engineer officer in CGC BOUTWELL home ported in Boston, Ma. In 1977, he became a distinguished graduate of the Industrial College of the Armed Forces and was assigned to Headquarters as Assistant Chief of the Merchant Marine Technical Division. His other assignments included command of MSO Baltimore in 1978-81, Deputy Chief of the Office of Marine Environment and Systems, 1981-82; Chief of the Seventh Coast Guard District Operations Division, 1982-84; Chief of Headquarters Office of Marine Safety, Security, and Environmental Protection, 1986-1988; and Commander, Eleventh Coast Guard District in 1988-90.

ADM Kime is survived by his wife, Valerie, and children, Edward and James Kime.

A memorial service was held at the Fort Myer Memorial Chapel, Arlington, Va. Sept. 29 followed by interment in Arlington National Cemetery on Coast Guard Hill. In lieu of flowers, the family requests charitable donations be made to any of the following: Coast Guard Mutual Assistance, 4200 Wilson Blvd., Suite 610, Arlington, VA 22203; Hospice of Baltimore, Gilchrist Center for Hospice Care, 6601 North Charles St., Baltimore, MD 21204; National Cancer Institute, Bldg. 31 Room 11A16, 9000 Rockville Pike, Bethesda, MD 20892 (donations should be marked for Walter Reed Cancer Research in memory of ADM J. William Kime). Letters of sympathy and condolences may be sent to: The Kime family, c/o Commandant(G-IPA-3), 2100 Second St., SW, Washington, DC 20593.

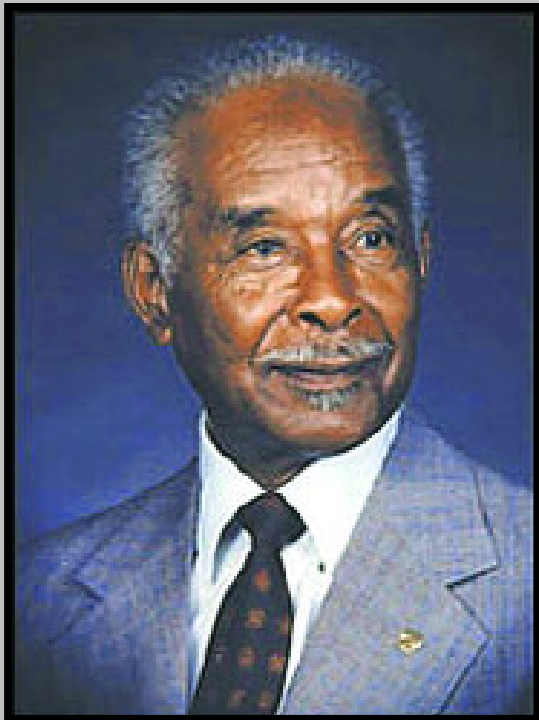
Sources: ALCOAST 464/06 (R 142239Z SEP 06), ALCOAST 469/06 06 (R 152010Z SEP 06), ALCOAST 475/06 (R 202141Z SEP 06), and L.A. Times obituaries, Sept. 20, 2006.



William Charles “Bill Charles” Bowser

Surfman, Pea Island Lifesaving Station

June 25, 1915 — June 28, 2006



The Commandant announces with regret the death of Surfman William Charles “Bill Charles” Bowser, USCG(Ret.), 91, June 28, 2006, in Decatur, Ga. He was one of the last two surviving members of the all-black U.S. Life-Saving Service Pea Island Station and a recipient of the Gold Lifesaving Medal. Born on Roanoke, Island, he grew up in Elizabeth City, N.C., and served at the Pea Island Station from 1935-38. He graduated from Elizabeth City State Teachers College in 1955 and later earned a master’s degree in special education from Rider College in Trenton, N.J. He taught at the Willis Heir High School in Pendleton, N.C., with his wife at the Pasquotank County Elementary School, the Jamesburg, N.J. State Home for Boys, and then at South Brunswick, N.J. High School. He taught briefly at Norfolk State University in 1972. He also co-owned a barber shop in Norfolk, Va. Bowser also appeared in a television documentary titled *The Voice of Gladdened Hearts*, made by the U.S. Coast Guard about the history of Pea Island Station. Pea Island Station was a unique chapter in history that began in 1880 when CAPT Richard Etheridge became the first black to command a U.S. Life-Saving Station at Pea Island. The station earned the reputation of being one of the most courageous and best in the service. Pea Island Station was decommissioned in 1947. In recognition of the extraordinary achievements of Pea Island Station surfmen, the Coast Guard awarded the Gold Lifesaving Medal to Bower and his fellow Pea Island surfmen at an awards ceremony in Washington, D.C. in 1995. He is survived by one son, Charles Hopkins Bowser; three grandchildren; a sister, Izetta Bowser Redmond. He was the widower of Elsie Ermel Griggs Bowser. A memorial service was held on July 15, 2006 at Cornerstone Missionary Baptist Church, Elizabeth City, N.C. For more info, see ALCOAST 382/06.

- **CAPT Frank M. Blenkhorn, USCGR(Ret.),** May 25, 2006, in Santa Monica, Calif. Survived by his spouse, Doris Blenkhorn.
- **CAPT Joseph F. Lavelle, USCGR(Ret.),** Aug. 26, 2006, of St. Louis, Mo. Survived by his spouse, Ruth Lavelle. Services were held Aug. 30, 2006, with interment at Jefferson Barracks National Cemetery, St. Louis, Mo.
- **CAPT William I. Mittendorff, USCGR(Ret.),** May 4, 2006, in St. Louis Park, Minn. Survived by his son, Paul. Remains were donated to the University of Minnesota.
- **CAPT Edwin R. Nelson, USCGR(Ret.),** May 8, 2006, in Chicago, Ill. Survived by his daughter, Kristin Nelson.
- **CAPT Charles D. Zettler, USCGR(Ret.),** July 13, 2006, in Stockton, Mo. Survived by his daughter, Mary Coambes.
- **CDR George B. Adams, USCGR(Ret.),** June 6, 2006, in Palmer, Mass. Survived by his son, Lee Adams. Interment Brimfield, Mass.

- **CDR Dean W. Colbert, USCGR(Ret.),** July 28, 2006, in Bellingham, Wash. Survived by his daughter, Joanna Colbert.
- **CDR James A. Ducey, USCGR(Ret.),** Aug. 12, 2006, in Toledo, Ohio. Survived by his spouse, Geraldine Ducey; daughter Janet Dombkowski. Interment Toledo, Ohio.
- **CDR Alonzo W. Garrett, USCGR(Ret.),** July 31, 2006, in Seabrook, S.C. Survived by his spouse, Christina Garrett. Interment Hillcrest Abby East, Savannah, Ga.
- **CDR Donald H. Hicks, USCGR(Ret.),** May 2, 2006. Survived by his spouse, Peggy Hicks.
- **CDR Jack M. Jones, USCGR(Ret.),** July 1, 2006, in Millbrae, Calif. Survived by his spouse, Helen Jones.
- **CDR Gladys M. Stewart, USCGR(Ret.),** Aug. 8, 2006, in Valencia, Pa. Interment West Newton Cemetery, Pa.

- **CDR Katie D. Tucker, USCGR(Ret.),** Aug. 23, 2006, in Alligator Point, Fla. Survived by her spouse, Dan Miller; daughter Katlyn Tucker Hoffman and son Raymond A. Tucker.
- **CDR Richard F. Valderrama, USCGR(Ret.),** May 18, 2006 in Galloway, N.J. Survived by his daughter Suzanne Steers, and son Richard Valderrama.
- **LCDR Harold E. Hackett, USCGR(Ret.),** June 14, 2006, in Melbourne, Fla. Interment pending at Winter Park, Fla.
- **LCDR William M. Powers Jr., USCGR(Ret.),** May 16, 2006, in Staten Island, N.Y. Interment Staten Island, N.Y.
- **LCDR William E. Shoupe, USCGR(Ret.),** June 29, 2006, in Hobe Sound, Fla.
- **LCDR Kenneth L. Webber, USCGR(Ret.),** July 19, 2006, in Martinez, Ga.
- **LCDR Harvey Williams Jr., USCGR(Ret.),** June 18, 2006, in Punta Gorda, Fla. Survived by his spouse, Phyllis Williams. Interment Port Charlotte, Fla.
- **CWO4 Ira A. Beal, USCGR(Ret.),** June 14, 2006, in Rancho Cordova, Calif. Survived by his spouse, Bertha Beal.
- **TTCS Warren W. Locklin, USCGR(Ret.),** June 5, 2006, in Mobile, Ala. Survived by his spouse, Sue Locklin. Interment Mobile, Ala.
- **BMC Stuart W. Baldick, USCGR(Ret.),** July 4, 2006, in Orlando, Fla. Survived by his spouse, Elizabeth Baldick. Interment Orlando, Fla.
- **DCC Sidney A. Mead, USCGR(Ret.),** May 7, 2006, in Spokane, Wash. Survived by his spouse, Barbara Mead.
- **PSC Robert T. Dymsha, USCGR(Ret.),** June 30, 2006, in Sanford, Maine. Survived by his spouse, Mary Dymsha.
- **PSC Billy R. Miller, USCGR(Ret.),** June 15, 2006, in Calimesa, Calif. Survived by his spouse, Linda Miller. Interment Riverside, Calif.
- **SKC Arturo P. Palileo, USCGR(Ret.),** May 30, 2006, in San Diego, Calif. Survived by his spouse, Emma Palileo. Interment Seattle, Wash.
- **YNC Joseph L. Blewer, USCGR (Ret.),** June 5, 2006, Charleston S.C. His last duty station was the USCG Reserve Unit Charleston, S.C. Survived by his spouse, Anita Blewer.
- **PS1 Richard L. White, USCGR(Ret.),** July 14, 2006, in Valdez, Alaska. He is survived by his spouse, Linda White. Interment Deer Lodge, Mont.
- **AMT2 Stephen T. Holloway Sr., USCGR(Ret.),** May 12, 2006, in Savannah, Ga. Survived by his spouse, Birdie Holloway. Interment Forrest Lawn Cemetery, Savannah, Ga.

- **SS2 Thomas R. Crews, USCGR(Ret.),** Aug. 22, 2006, in Coopersville, Mich. Survived by his spouse, Cheryl Crews.
- **Mrs. Barbara J. Smith,** 74, July 12, 2006, of Grand Haven, Mich. She and husband CDR Gerald “Jerry” Smith, USCGR(Ret.), moved to Grand Haven in 1994, where they were very active in the Coast Guard Festival. She initiated the Coast Guard Festival’s annual commemorative print, and worked with her husband to lobby for an act of Congress proclaiming Grand Haven as “Coast Guard City U.S.A” on Aug. 7, 1999. She is survived by her spouse, Jerry; sister Jeanne; son Tim; daughter Amy;



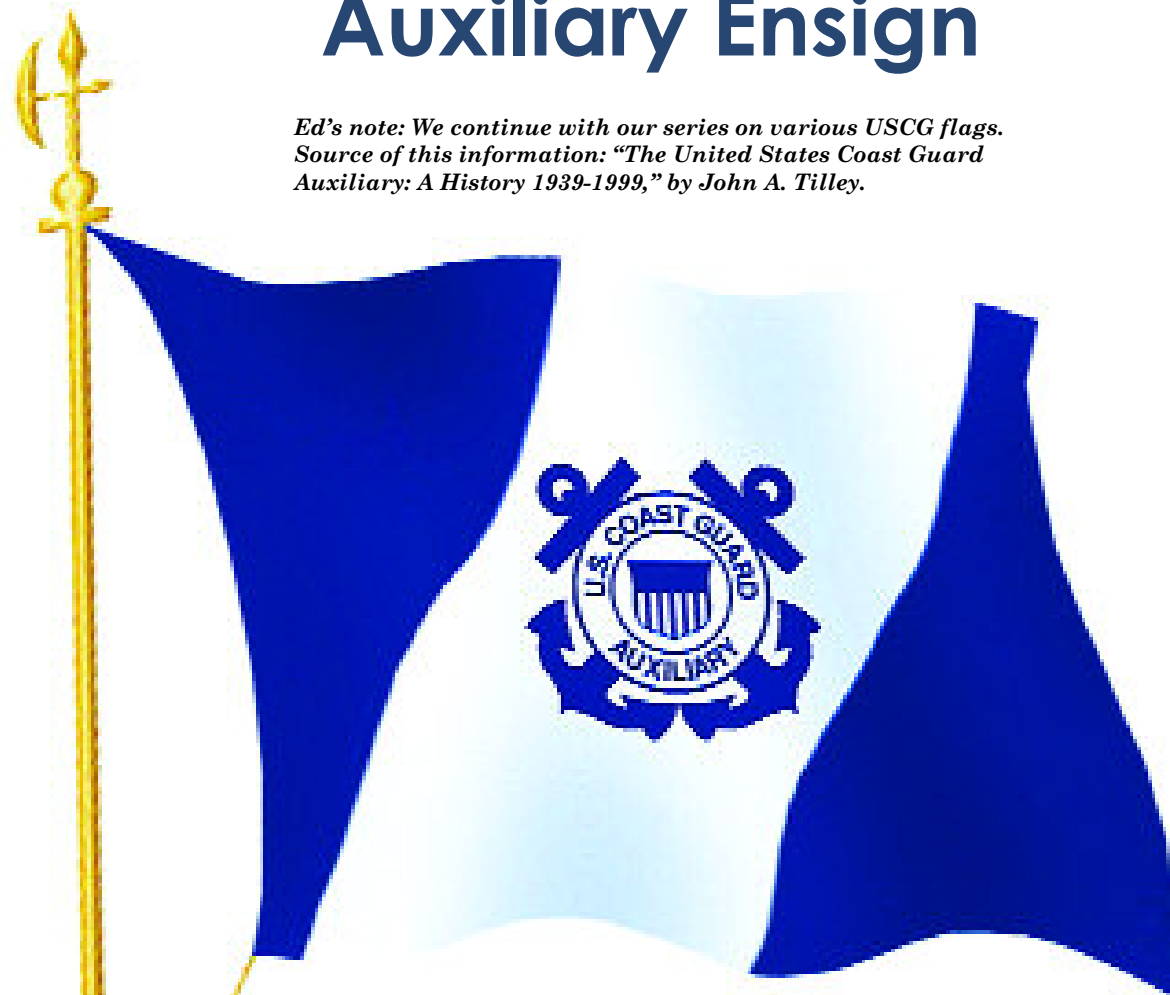
Mrs. Barbara J. Smith

stepchildren Laurie and Mike; 11 grandchildren; two great grandchildren. Funeral services were held July 15, 2006, at Lake Forest Cemetery, Grand Haven. Please sign the on-line guest book or share a memory with the family at www.klaassenfuneralhome.com. Memorial contributions may be made to the Grace Church of West Ottawa, Mich. Building Fund or Hospice of Heartland.



Coast Guard Auxiliary Ensign

Ed's note: We continue with our series on various USCG flags. Source of this information: "The United States Coast Guard Auxiliary: A History 1939-1999," by John A. Tilley.



In 1966, the Coast Guard Auxiliary National Board established a Flag Etiquette Committee to design a modernized Auxiliary ensign. The committee discovered that proposing a new design for a governmental institution's flag was a complex process, involving not only Coast Guard Headquarters, but also the U.S. Army's Institute of Heraldry. The Commandant's office rejected several proposed designs because they bore too much resemblance to the ensign of the U.S. Power Squadron.

In 1967, the National Commodore, Grover A. Miller, conceived the idea of basing a flag design on a simple shape associated with the Coast Guard: a diagonal white panel, reminiscent of the "slash" painted on Coast Guard vessels and aircraft, centered on a blue rectangular background. In the middle of the slash would be the Auxiliary logo, in a new, slightly simplified form similar to the one the Institute of Heraldry had recently approved for the Coast Guard. The Army and the Commandant approved the design, and the new blue ensign went into use in the summer of 1968.

Lessons from the Gridiron

My oldest son and I were discussing his future college plans one day and the talk turned to people he admired and whom he would like to emulate. He listed a number of great men in history and discussed the qualities he admired in them. Then, he said he had one person in particular whom he considered a role model for leadership. As I waited for him to elaborate, my mind raced through the many great leaders in our history — George Washington, Abraham Lincoln, Martin Luther King . . .

"My football coach," said my son.

"Your football coach?" I asked. I was a little surprised. Granted, I admire my son's coach, whom I'll refer to as Steve, as a good football coach. After all, my son's senior year was highlighted by an undefeated season and the Washington State 4A Championship. He's a good coach but I never thought of him as a leader. So I asked my son to explain his choice. After our discussion, I came away looking at Steve in a different way and had to agree that Steve did have many leadership qualities that lead to success and that we could all learn and use.

Steve is a quiet, confident leader who is not afraid to ask for advice from his staff when needed. He inspires leadership in others and knows when to get actively involved and when to step back. He allows his players and staff to do their jobs the way he has trained them. He is the type of leader many should strive to be.

Steve is normally a calm, soft-spoken and unassuming man. He carries a quiet confidence that is inspiring to those that play for him and unsettling to opponents. He is not prone to fiery speeches or known for dramatic flare. However, because he is normally a quiet man, when he speaks, his team listens and responds. When he does get animated to stress a point or correct a player's error, the impact is immediate. When this man speaks, his staff and players listen.

Steve also readily seeks advice but accepts the full responsibility of making the final decisions on game plans, player assignments, and play selection. For example, Steve's strength is as an offensive strategist and architect of a strong, dynamic and unpredictable offense. Special teams and defense are left to those on his

staff whom he feels have more expertise in these areas. However, on the rare occasion a play fails or on the even rarer occasion one of his teams loses, he accepts sole responsibility for the failure. He shares the glory but selflessly takes all the blame.

Sharing the glory also means that this quiet leader, teacher and mentor allows those he has trained to lead themselves.

He encourages his players, assistant coaches and team captains to take charge and will only step in when needed. The personal relationships he builds with everyone on his team serve to inspire others to become leaders themselves. His confidence in them builds their own confidence.



"Everyone is a leader, everyone is a follower, and everyone works together. The team is what its leader is and together they achieve a team victory."

Lastly, I have seen in Steve that a team reflects its leader. A team coached by Steve truly mirrors the man himself and is a testament to his success. It is a team that marches onto the field quietly but with an air of strength and confidence that is overwhelming and unsettling. His team slowly and quietly goes through stretching and warm-ups with no shouting, no chanting, and no theatrics. It has been described as a quiet intensity. But, when the game begins, it is a team that explodes with power and passion and is unrelenting in its attack until the final whistle. Everyone is a leader, everyone is a follower, and everyone works together. The team is what its leader is and together they achieve a team victory.

Perhaps we can learn and apply a few lessons from Steve and his team and apply them to our own situations in the Coast Guard Reserve.

And you thought football was just a game.

**By MCPO Wayne A. North, USCGR
Reserve Command Master Chief, 13th District
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